

The Mining Journal AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 583.—Vol. XVI.]

LONDON: SATURDAY, OCTOBER 24, 1846.

[PRICE 6D.]

SHARES IN TIN AND COPPER MINES FOR SALE.
TO BE SOLD, BY PRIVATE CONTRACT, the following MINE SHARES, the property of the late Mr. George Houslow, deceased:—viz.,
FOUR (1846) in WHEAL REETH MINE.
TWO (1846) in WHEAL CATHERINE AND MONTAGUE MINE.
TWO (1846) in WHEAL BERRIOW MINE.
The tin mines of Wheal Reeth and Berrin are situated in Ury Leland, and lie between the extensive productive mines of Wheal Margaret, Wheal Mary, and St. Ives Consols; and the former, for some time past, has more than paid its costs.
The copper mine of Wheal Catherine is situated in Redruth, and lies to the west of, and adjoins, Trevellick Consols and Wheal Berrin Copper Mine, in North Hill.
For further particulars, and as to the purchase of the same, apply to Mr. Roscorla, solicitor, No. 3, North Parade, Penzance.—Dated Oct. 19, 1846.

FOR SALE, BY PRIVATE CONTRACT, at the TRENOW CONSOLS MINES, near MARAZON, CORNWALL, the following SPARE MATERIALS:—viz.,
1 10-foot 14-inch working barrel
1 10-foot 13-inch ditto
1 9-foot 12-inch ditto
1 10-foot 12-inch ditto
1 9-foot 8-inch ditto
1 9-foot 14-inch pump
1 4-foot 14-inch ditto
1 9-foot 13-inch ditto
1 9-foot 9-inch ditto
1 6-foot 9-inch ditto
1 9-foot 8-inch ditto
1 8-foot 15-inch wind-bore
1 9-foot 13-inch ditto
1 6-foot 10-inch ditto
1 6-foot 8-inch ditto
1 4-foot 7-inch ditto
1 4-foot 6-inch ditto
1 5-foot 15-inch clock seat piece
1 6-foot 13-inch ditto
1 6-foot 10-inch ditto
1 6-foot 8-inch ditto
Application to be made to the agents on the mine; or to Mr. Henry Thomas, Mining Offices, 6, George-yard, Lombard-street, London.—Oct. 23, 1846.

STEAM-ENGINE, &c., FOR SALE.—There will be SOLD, BY PUBLIC AUCTION, within the premises of Messrs. William Taylor and Co., machine makers, Lindsay-street, Dundee, on Wednesday, the 28th day of October, current, at One o'clock afternoon, a SECOND-HAND HIGH-PRESSURE STEAM-ENGINE, with horizontal cylinder, 10 inches diameter, and round boiler, 16 feet long by 34 feet diameter. The engine was made by Messrs. Peter Barrie and Co., Tay Foundry, Dundee.—has been little used, and is of such a construction as to make it easily fitted up. Also, a CIRCULAR SAW FRAME, adapted for cutting long wood.
Further information may be had from the said William Taylor and Co.; from Messrs. Neish and Pattullo, 1, Bank-street, Dundee; or from Colin Rickard, auctioneer, Dundee, Oct. 10, 1846.

WILLENHALL, STAFFORDSHIRE.—VALUABLE MINERAL PROPERTIES.—TO BE SOLD, BY AUCTION, by Messrs. WALKER, PAGE, & LOVERIDGE, at the Swan Hotel, Wolverhampton, on Wednesday, the 24th day of October, 1846, at Five o'clock, subject to conditions then to be produced:
AT POOL HAYES.
Lot 1.—All those several CLOSES OF LAND, situate at Pool Hayes, Little London, in the township of Willenhall, known by the several names, and containing the several quantities following: that is to say—
Little Piece 2a. 0a. 28r. Rickyard Piece 5a. 1a. 22r.
Gorse Piece 4 1 29 Aphouse Lake 0 0 22
Far Piece 3 1 21 Dolman's Field 4 0 26
Barn Piece 3 2 1 Flat Piece 2 3 25
Barn and Yard 0 0 13 Quinton's Piece 2 3 8
First Piece 4 1 18 Long Piece 2 2 30
Wood's Piece 2 2 27 Far Piece 4 0 8
Bank Piece 5 1 20
Total 48 0 24

AT THE NEW INVENTION.
Lot 2.—All those several CLOSES OF LAND, situate at the New Invention, in the township of Willenhall, known by the several names, and containing the several quantities following: that is to say—
School Ground 2a. 3a. 21r. School Ground 4a. 1r. 9p.
Ditto 0 0 0 Ditto 5 0 34
Ditto 3 3 33
Total 30 2 9

These lands nearly adjoin several collieries at work, and are supposed to contain valuable mines of coal and ironstone. The lands are in the occupation of Mr. Joseph Hemmings, who will show the same; and for further particulars apply to Mr. Robinson, solicitor, Wolverhampton.

MINE MATERIALS.—FOR SALE, BY AUCTION, by Mr. NICHOLSON, at the MAGPIE MINE, near Bakewell and Monyash, Derbyshire, on Tuesday, the 3d of November next, at Ten for Eleven o'clock, the following
MINE MATERIALS.
An excellent 40-inch cylinder pumping engine, upon the Cornish principle. The engine has a 9-foot stroke in the cylinder, and 7 feet 3 inches in the shaft. It is complete with one cylindrical boiler about 34 tons weight, and one Cornish tubular boiler about 8 tons weight, with main caps, and first piece of rod; and will be sold with or without the wood-work of the engine-house.
A 20-inch cylinder double acting steam-whim (entirely new), with cage, and one cylindrical boiler about 3 tons.
Capstan and shears, all iron work complete with it; 135 fathoms of 10-inch single laid capstan rope; 81 fathoms of wood rope, from 7 1/2 to 10 inches square; 40 fathoms of iron rods, from 1 1/2 to 3 inches round; 10 pairs of hammer iron rod plates; nine pairs of common iron rod plates; three 10-inch plunger poles, each 9 1/2 feet long, with stuffing boxes and glands, cases, door and H-pieces and windbores, to fit; three 9-inch plunger poles, each 9 1/2 feet long, with stuffing boxes, and glands, and two cases to fit; 45 9-foot 8-inch pumps, with same shorter lengths and matching-pieces; one 10-foot 10-inch working barrel, door-piece, wind-bore, and 10 fathoms of 11-inch pumps, with clacks and buckets to fit; one 6-inch, one 6 1/2-inch, two 7-inch, and one 8-inch working barrels, and several other pumps of different sizes; a quantity of rod and flange bolts; about 350 yards of small wood ladders; 35 fathoms of Manila rope; one engine counter; one large pair, and some smaller pairs, of blocks; several fathoms of rail and other iron, both new and old; railway chairs, and a quantity of chain of different sizes; about 10 tons of old cast and 3 tons of scrap iron.
One pair each 32 and 40-inch smith's bellows, 2 anvils, 1 vice, and a quantity of smith's tools; 3 cast-iron cylinders, 5 flanging hatches and sleeves, 4 centry boxes; carpenter's and miner's tools, 1 miner's compass, dialling chain, and parallel ruler; about 2 tons of junk, some new rope; 5 cwt. of Russia flint, new cast steel, several pulleys of different sizes, 1 wood and 3 iron wagons, about 15 tons of coal, several miners' clothes, nearly 2 hides of leather, a brass bucket rod, a small crushing machine, weighing machine, shed roof over the dressing floors, 1 horse wheel, a turning lathe, a crab wheel, screw stocks, a quantity of timber (in lots), several thousands of bricks, and a large dialling table, with various other articles too numerous to mention.
For particulars apply to Mr. S. Bennett, Talport, Bakewell; or to the agent on the mine.—October 16, 1846.

TO BE SOLD, OR LET, a very complete MILL and FORGE, capable of turning out 80 tons of bar-iron weekly. It is situated close by the harbour, at Worthington, where coals are plentiful, and markets easily accessible by sea and railway. If sold, a large proportion of the purchase-money may remain on mortgage, desirable to the purchaser. Apply to Mr. Ralph Clay, Worthington; or Mr. Wm. G. No. 4, Water-street, Liverpool.

GLENKENS LEAD AND COPPER MINES, KIRKCUDBRIGHTSHIRE.—In consequence of MINERALS, of considerable value, having been found on the ESTATES in which the GLENKENS MINES are situated, an Act of Parliament has been obtained, to enable the trustees to GRANT MINERAL LEASES. These mines are situated in the centre of a mineral country, and in the vicinity of the flourishing lead works of Carphrahan, Lead Hills, the Newton Stewart, and Heston Island Copper Mines, the Kirkcudbrightshire Mining Company's works, and others in that part of Scotland.
The proprietor has been, for the last two years, exploring and opening the ground, and five promising lodes have been proved, which are now being opened and extended by Cornish miners. There being every prospect of a most satisfactory result at an early period, as appears from the reports of the several mine agents who have inspected the lands, as also of the capital now superintending the works, a company is being formed, to give the mines a fair trial, on the principle of the Coal-Book System, by dividing the interests into 1000 shares, of which some few will remain unsold.
Plans of the pits, comprising about 1500 acres, and the several reports, may be seen, and every information obtained, at the offices of Messrs. Bullock and Luscombe, No. 36, Lincoln's Inn-fields, to whom applications for shares must be made.

TO BE LET, the PARK-HILL MINES, DEAN FOREST, GLOUCESTERSHIRE.—containing ONE MILLION TONS OF COAL, and ONE MILLION TONS OF IRON ORE, which, being calcareous, smelts well with argillaceous ironstones, and may be delivered in large quantities to the Staffordshire, Shropshire, and Welsh iron-works, at a price far below the cost of local ironstones. The mines are drainable by level, and can be opened at a trifling expense; and, were blast-furnaces erected, their produce might be smelted on the spot into excellent iron.—Apply (post-paid) to Henry H. Fryer, Esq., solicitor, Coleford, Gloucestershire.

SAFETY LAMP.—TESTIMONIAL TO DR. CLANNY.

TO THE PUBLIC.
The committee appointed to carry into effect the above object, feel it necessary briefly to place before the public the grounds upon which they are called upon to insert their names in the subscription list. About the year 1812, this district was visited by several colliery explosions, of the most awful and extensive description; many were the speculative suggestions thrown out as a remedy for these disasters;—and among the rest, the scientific talent and humane feelings of Dr. Clanny were enlisted in the cause. In the course of his investigations of the nature of the explosive mixtures, and his researches as to the preventive measures made use of in the working of coal mines, he discovered that the only means of carrying on mining operations in explosive air was by the steel mill, which not only afforded the most miserable light, but was oftentimes known to be the cause of explosion. The energies of his mind were then set to work to discover a substitute affording a better light, and also attended with less danger than the steel mill. In the course of his studies, he conceived the expedient of a safety lamp, greatly different in its principle from the safety lamps in present use, for its principal was that of an insulated light fed by atmospheric air from without.
Amongst other laudable exertions for the obviating of these awful visitations, was the "Society for Prevention of Accidents in Coal Mines," established in Sunderland, in 1812, of which the late Sir Ralph Milbank, Bart., was president. This society consisted not only of philanthropic and scientific gentlemen, but also of practical miners, of whom the late Mr. Biddle, the present Messrs. George Johnson, Matthias Dunn, &c., were members; and it was before this society that this lamp of Dr. Clanny was first exhibited, in the year 1813—being beyond all question, the first attempt that ever had been made to produce a lamp calculated to burn safely in an explosive atmosphere. In May, 1813, a paper was read before the Royal Society, entitled "On a Steady Light in Coal Mines, by Dr. Reid Clanny," which was soon afterwards published in the Philosophical Transactions. On the 1st of October, 1813, the safety lamp was exhibited at the Literary and Philosophical Society, Newcastle-on-Tyne. And on the 16th October, and the 26th November, 1815, experiments were made in the explosive air of the Herrington Mill Pit, belonging to the late Sir H. V. Tempest, and certificates of its usefulness, signed by J. H. Holmes, W. Patterson, Jos. Glegg, Anthony Hopper, and Geo. Patterson.
Now, it was not till the year 1816 that Sir H. Davy turned his attention to the subject; and, on the 1st January, 1816, his first lamp was tried at Hebburn Colliery. Simultaneous with his invention, was that of Mr. George Stephenson—so that, from the above facts, there is not a shadow of doubt that Dr. Reid Clanny is due the merit of having been the first to conceive, as well as to carry into effect, the construction of a safety lamp to burn in the explosive air of coal mines.
To Sir H. Davy was honourably awarded a present of plate, worth £2000, and Mr. Geo. Stephenson was also awarded with a very considerable sum of money—suitable to his then condition of life; but owing to some causes which need not be explained, without the risk of an injudicious inquiry, the merits of Dr. Clanny have been entirely overlooked, except by the Society of Arts, whose gold and silver medals he has received; and what adds to the injustice of public neglect is, that from the aforesaid period he has been incessantly working at the production of improved lamps, at a great cost of money and time, actuated by humanity and the desire of being of service to his fellow creatures.
It is no part of the intentions of the committee to discuss the merits of the lamps of Dr. Clanny with the inventions or improvements of any other of the now numerous constructors of safety lamps—all that they claim for him is originally of conception, followed out by the construction of the very first safety lamp that ever was invented, however, much the first idea may have been since improved by others; and they confidently submit their case to the public as entitling them to receive such support as the hitherto unrewarded merits of the individual seem to entitle him.

THE MOST NOBLE THE MARQUIS OF LONDONDERRY, G.C.B.

VICE-PRESIDENT.
R. S. PEMBERTON, Esq., High Sheriff of the county of Durham.
COMMITTEE.
Geo. Johnson, Esq., Willington. J. Murray, Esq., C.E., 26, Parliament-street, Westminster.
Capt. J. D. Weatherley. Wm. Mountain, Jun., Esq.,
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T. Taylor, Esq., Earsdon. T. E. Harrison, Esq., C.E.
J. J. Wilkinson, Esq., barrister-at-law, 8, R. M. Glover, M.D., Secretary.
Church-row, Stoke-Newton, Lond.
Address of Secretary—12, Northumberland-street, Newcastle-on-Tyne.
Subscriptions will be received by the respective banks in Newcastle, Sunderland, and Durham, and by any member of the committee; subscriptions will also be received at the office of the Mining Journal, 26, Fleet-street, London.
Newcastle, Sept. 6, 1846.

AUSTRALIAN MINING COMPANY.

Incorporated for the purposes of the Act 7 and 8 Victoria, cap. 110.
No. 1, ADELAIDE-PLACE, LONDON-BRIDGE.
DIRECTORS.
SAMUEL JAMES CAPPER, Esq., Chairman.
EDWARD HAGEN, Esq., Deputy Chairman.
W. T. Copeland, Esq., Alderman, M.P., 37, Lincoln's Inn-fields.
H. De Castro, Esq., 19, South-street, Finsbury-square.
H. J. Enthoven, Esq., 8, Moorgate-street.
James Horne, Esq., Clapham Common.
B. E. Lindo, Esq., 3, Winchester-buildings, Winchester-street.
John Masterman, Jun., Esq., Nicholas-lane, Lombard-street.
Sir Hyde Parker, Bart., Melford Hall, Sudbury.
AUCTIONEERS.
JOHN CAPPER, Esq., 1, Adelaide-place.
BENJAMIN GREEN, Esq., 45, Russell-square.
FREDERIC MILDRED, Esq., Nicholas-lane.
AUDITORS.
Henry Buckle, Esq., 33, Mark-lane. George Burnard, Esq., 12, Cornhill.
George Palmer, Jun., Esq., 11, King's Arms-yard, Coleman-street.
COMMITTEE OF MANAGEMENT IN AUSTRALIA.
George Alexander Amey, Esq.
John Baker, Esq., director of the Bank of Australasia.
Jacob Hagen, Esq., Member of Council.
John Hart, Esq.
J. B. Montefiore, Esq.
BANKERS—Messrs. Masterman, Peters, and Co.
SOLICITOR—Thomas Hanson Pelle, Esq.
SECRETARY—George Edmund Hodgkinson, Esq.
The board of directors hereby give Notice, that, in conformity with the intimation given at the annual general meeting, held as above, on the 27th July last, an EXTRAORDINARY MEETING of the shareholders will be HELD at the company's offices, No. 1, Adelaide-place, London-bridge, on Thursday, the 29th day of October, inst., at Twelve o'clock precisely, to receive the directors' report, relative to the selection of a block, of 20,000 acres, of mining land in the colony.
By order of the board, G. E. HODGKINSON, Secretary.

NISDALE IRON COMPANY.—TENDERS FOR

LOANS.—The WORKS of this company are now in full OPERATION at NISDALE, near Hachenburg, in GERMANY, and at SWINTON, near Rotherham, YORKSHIRE; and the directors, being empowered by the Deed of Settlement to raise additional capital for extension of the works, give Notice, that they are prepared to RECEIVE TENDERS FOR LOANS, ON DEBENTURES, at 5 per cent. interest. The holders of the debentures will have the option of converting the same into shares, at any time within three years, and the interest will be paid half-yearly, at the company's offices.
For further particulars, apply at the offices of the company, No. 10, Old Jewry Chambers, London; or to the company's solicitor, Mr. George Hume, No. 10, Great Jamaica-street, Bedford-row, London.
By order of the board, HENRY SCALE, Managing Director.
F. W. EMERSON, Clerk.
Sept. 23, 1846.

MERIONETHSHIRE SLATE AND SLAB COMPANY.

(Provisionally Registered, pursuant to Act of Parliament, 7 and 8 Vic., c. 110).
Capital £50,000, in 5000 shares, of £10 each.
A company has been formed for the purpose of supplying, at greatly reduced prices, a sufficient quantity of SLATE SLAB, of the very best description, to meet the daily increasing demand. The objects of the company are fully detailed in the prospectus; applications for which, and for the remaining shares, may be made to the manager, at the temporary offices of the company, 7, Copthall-court; or to Mr. Thomas, mining agent, 18, Threadneedle-street, London; or to John Glasby, broker, New-street, York; and Mr. John Cooper, broker, Albion-street, Leeds.
For further particulars, apply at the offices of the company, No. 10, Old Jewry Chambers, London; or to the company's solicitor, Mr. George Hume, No. 10, Great Jamaica-street, Bedford-row, London.
By order of the board, HENRY SCALE, Managing Director.
F. W. EMERSON, Clerk.
Sept. 23, 1846.

METROPOLITAN IRON AND STEEL COMPANY.

(Provisionally Registered, pursuant to Act of Parliament, 7 and 8 Vic., c. 110).
Capital £200,000, in 10,000 shares of £20 each.—Deposit £3 per share.
A company has been formed for the MANUFACTURE OF IRON AND STEEL (from cast, scrap, and all descriptions of old refuse iron), which shall be of a superior quality to any hitherto produced in the mining districts.—The objects of the company are fully explained in the prospectus.
In allotting the shares a preference will be given to parties in the iron trade.
Applications for shares and prospectuses to be made to Mr. Charles Chilton, No. 39, Moorgate-street; or at the Swan Mills, 125, Old-street.

THE PATENT SAFETY FUSE.

FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDIENT MODE of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of this Safety Fuse; and I am quite willing that you should employ my name as evidence of this." Manufactured and sold by the PATENTERS, RICKFORD, SMITH, and DAVEY, Cambridge, Cornwall.

MESSRS. WALKER, BROTHERS, & CO., METAL BROKERS, 24, WEST NILE-STREET, GLASGOW, have always for SALE SCOTCH FIG-IRON, RAILWAY BARS, CHAIRS, &c.—P.S.: W. B. & Co. are open to undertake the AGENCY here for any respectable firm, or company, in England.

MESSRS. J. PAINTER AND CO., SHAREBROKERS, MINING AND GENERAL AGENTS, 23, CASTLE-STREET, LIVERPOOL. AFFORD EVERY INFORMATION AS TO THE STATE OF THE MARKETS, PRICES, &c., upon application.

WILLIAM FOX AND SON, No. 53, CASTLE-STREET, LIVERPOOL, have always for SALE FIG-IRON, RAILWAY BARS, CHAIRS, and IRON of every description.—TIN PLATES, WIRE, &c.

WILSON & FRASER, 2, WELLINGTON-BUILDINGS, LIVERPOOL, and 13, EXCHANGE-PLACE, GLASGOW, have always for SALE FIG-IRON, RAILWAY BARS, CHAIRS, and RAILWAY BARS.

WILLIAM H. SMITH, MINING SHARE AGENT, 10, WARFORD-COURT, THROGMORTON-STREET. SHARES in many valuable MINES FOR SALE, and every information will be afforded, on application.

WILLIAM TRENERY, DEALER IN RAILWAY AND MINING SHARES.—ESTABLISHED TEN YEARS. OFFICES, No. 50, THREADNEEDLE-STREET, LONDON.

JOHN HARVEY, SHAREBROKER AND ASSAYER, LISKARD, CORNWALL.

JAMES LANE, MINING SHAREBROKER, 75, OLD BROAD-STREET, LONDON.

MESSRS. R. CLARK & CO. beg to acquaint their friends and the public in general, that they have taken OFFICES as below, where they intend to carry on BUSINESS as STOCK, SHARE, and MINING AGENTS; relying with confidence upon the method adopted by them for conducting all business entrusted to their agency, Messrs. R. C. & Co. solicit a continuance of that support it will be, by strictest attention to all orders, their endeavour to deserve.
N.B.—Money advanced upon scrip and other securities.
3, Austin Friars, Broad-street, Oct. 17, 1846.

MESSRS. LINTHORNE, JONES, AND CO., STOCK, MINING, AND SHARE AGENTS. Every information will be afforded as to the markets and prices of the above, by application (post-paid) at their offices.
48, THREADNEEDLE-STREET, LONDON.

MINING OFFICES, No. 1, ST. MICHAEL'S-ALLEY, CORNWALL, LONDON.

Messrs. WATSON & CUELL have received instructions to PURCHASE SHARES in East Tamar Consols, South Tamar, Copiolo, East Rose, Alton, Stray Park, and Mary Ann Mines; and have FOR SALE, SHARES in all the best DIVIDEND MINES in Cornwall and Devon, paying from 16 to 20 per cent. per annum.

MINING PROPERTY.—CAPITALISTS who are disposed to INVEST in CORNISH and FOREIGN MINES, will find the present opportunity very favourable for so doing. From large sums having been lately diverted from such investments for railway speculations, standard mines are now selling at prices that will pay the purchaser 20 per cent. per annum for his outlay. There are also other mines that are on the eve of paying dividends, which can be recommended with confidence. Applications to be made to Mr. JAMES HERRON, mining agent, No. 3, Adam's-court, Broad-street, London.

WHEAL CORNWALL: 100 shares.
GWINEAR CONSOLS: 250 shares.
WEST PROVIDENCE: 250 shares.—(Dividend of £110s. per share, now payable.)

MR. R. TREDINNICK will be happy to afford parties every INFORMATION respecting the ABOVE MINES, on personal application at his OFFICE, and proffers his SERVICES to CAPITALISTS and ADVENTURERS in the PURCHASE and DISPOSAL OF SHARES of every description.

MR. TREDINNICK being in constant communication with experienced practical agents in the several mining districts, can, with confidence, recommend to shareholders, desirous of acquiring information from personal inspection of the mines, agents on whose reports every reliance may be placed.
MINING AGENCY OFFICE—THREE KINGS-COURT, LOMBARD-STREET.

MINING IN CARDIGANSHIRE.—TO CAPITALISTS

AND MINE ADVENTURERS.—TO BE LET, on most advantageous terms, in a rich MINING DISTRICT, near ABERYSTWITTH, about FOUR THOUSAND ACRES OF LAND, containing numerous lodes, rich in METALLIC ORES, and close adjoining the famous and highly productive Llanabon Silver-Lead Mines. Many of these lodes have been recently discovered, and are of a highly promising character. There is first-rate and ample water-power on the estate to work mines to any reasonable depth; and the proprietor would treat, on liberal terms, with any gentlemen wishing to embark in a highly promising mining speculation, or any creditable mining company.
Every further particular may be obtained on application (by letter) to Mr. J. M. Davies, Antaron Cottage, near Aberystwirth; or to the office of the Mining Journal, No. 26, Fleet-street, London.

TO BE LET, ON LEASE, the IRONSTONE in THESDALE. In the county of Durham, belonging to His Grace the Duke of Cleveland, over an extent of 20,500 acres.—Terms and conditions may be known on application to J. F. Scarth, Esq., Raby Castle, near Darlington.
Raby Castle, Oct. 23, 1846.

TO BE DISPOSED OF, a FEW SHARES, in a very promising COPPER SETT, situated near ST. AUSTELL, in the county of Cornwall. This being an undertaking of recent establishment, persons desirous of embarking in mining speculations will commence under very favourable circumstances.
For particulars apply to Mr. Charles Goodall, 2, Walbrook-buildings; or to Mr. W. Smith, 10, Warford-court, Throgmorton-street.—Sept. 25, 1846.

WANTED (for export), a SECOND-HAND STEAM-ENGINE, in perfect order, of about 15-horse power—condensing, of good construction, Cornish boiler; required for winding and pumping.—Address, full particulars, stating lowest price for cash, delivered on board a vessel, to Mr. Sanders, Taylcoat, Devonshire.

UNITED MEXICAN MINING ASSOCIATION.—The Court of Directors beg leave to inform the proprietors, that the OFFICES of the association ARE NOW at No. 5, FINSBURY-CIRCUS, instead of No. 8, Great Windmill-street.—London, Oct. 15, 1846.
JOHN MATHER, Secretary.

ALTEN MINING ASSOCIATION.—Notice is hereby given, that a DIVIDEND OF FIVE SHILLINGS per share, out of profits made in the half-year ending 31st March last, will be PAYABLE at this office on Monday, the 26th inst., and every other day in that week; and on Wednesdays in every week following, between the hours of Eleven and Three o'clock.—The scrip certificates on which the dividend is claimed, must be left at the office two clear days before the payment can be made.
By order of the board, EDWARD J. COLE, Secretary.
Mining Offices, Winchester-house, Old Broad-street, Oct. 5, 1846.

TAMAR SILVER-LEAD MINING COMPANY.—At the Annual General Meeting of shareholders, held at the offices of the company, 44, Finsbury-square, on Friday, the 23d Oct., 1846, pursuant to advertisement, J. GROUT, Esq., in the chair.

The advertisement convening the meeting was read from the columns of the Mining Journal. The report of the directors, with those of P. N. Johnson, Esq., and Captain Sprague, the resident agent at the mine—as also the accounts for the past 12 months, and balance-sheet—were submitted to the meeting, whereupon it was—

Moved by James Smith, Esq., and seconded by M. D. Lindo, Esq., That the report and accounts now presented to the meeting be received, adopted, and entered in the minute-book of the company.—Carried unanimously.

Moved by James Winstanley, Esq., and seconded by J. Smith, Esq., That the cordial thanks of the meeting be given to the chairman and board of directors for the services rendered by them, and the seal manifested in promoting the interests of the proprietors.—Carried unanimously.

Moved by Richard James, Esq., and seconded by M. D. Lindo, Esq., That the thanks of the meeting are due, and are hereby given, to Capt. James Sprague, for the lucid explanation afforded by him to the meeting this day, and more especially for his general services as agent of the company, in prosecuting the operations of the mine.
44, Finsbury-square, Oct. 23, 1846. J. GROUT, Chairman.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINERY AND AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—The lode in the 24 ft. level, west of engine-shaft, is 2 ft. wide, producing some lead ore. The 18 fathom level, west of flat-rod shaft, is producing about 1 ton per fm.; the 12 fathom level, west of western winze, is producing 1 ton per fm.; the end west of Nangle's shaft, is producing some saving work, but not so rich for lead as for some fathoms behind the end; the stipes in the bottom of this level towards Nangle's shaft, is producing good work. There is nothing new at the adit end, or at Clon mines; to report on our quantity of lead dressed on the mine is from 25 to 30 tons.—T. ANGOVE: Oct. 17.

REDFORD UNITED.—At Wheal Marquis, there has been no lode taken down in the 80 fm. level since last report. The lode in the 70 fm. level east is 2½ ft. wide, and will turn out about 2½ tons of ore per fm.; and in the rise, in this level, the lode is 2 ft. wide, and worth 10s. per fm.; in the stipes in the bottom of this level (the 70), the lode is worth 15s. per fm. The lode in the winze, in the 58 fm. level, east, is about 2½ ft. wide, producing 2 tons of ore per fm. At Wheal Tavistock, the water being partially drained, we have resumed sinking Phillips's engine-shaft, in which the lode is 2 ft. wide, producing good stones of ore; there is no alteration in either of the levels driving on this lode. The south engine-shaft is 19 fms. 5 ft. under the surface; lode 6 ft. wide, composed of gossan, spar, and stones of ore. The lode in the adit level east is without alteration.—JAMES PHILLIPS: Oct. 20.

CALLINGTON.—In the 112 fm. level, driving east, we find Johnson's lode rather disordered, being intersected by another branch of the lead lode: in the north end the lode looks a little more promising; the back will set at a moderate tribute. In the 100 fm. level, both north and south, the lode continues disordered. In the 90 fm. level, driving south, the lode is intersected by a cross lode; the back we are leaving will set at 10s. in the 17 on the value of the lead; in the north end, the lode has not been taken down. In the 80 fm. level the lode is 9 in. big, intermixed with silver-lead ore. At the north mine, we have nothing new to remark on. At Kelly Bray, the lode in the shaft continues just the same as last reported.—J. T. PHILLIPS: Oct. 19.

CUBERT SILVER LEAD.—The ground in the engine-shaft continues a hard and wet killas, which makes it spare for sinking. At the 25 fm. level, going east, the lode at this time is small and unproductive; the same level, going west, lode about 20 in. wide, worth half a ton of ore per fm.; the pitches working in the back of this level are looking favourable. At the 15 fm. level, going east, the lode is 14 in. wide, worth half a ton of ore per fm.; going west, at the same level, lode very much improved, being about 1 ft. wide, and yielding good saving work, worth from half to two-thirds ton lead ore in the fm.; the several pitches working also in the back of that level, are looking much as usual, the men working well, and we consider they are earning moderate wages in their respective tribute.—RICHARD ROWE: Oct. 16.

EAST TAMAR CONSOLS.—At Whitson, in the 54 fm. levels, north and south of Hitchins's shaft, the lode is 2 ft. wide, work of good quality. In the 46 fm. level, south of ditto, the lode is 1 ft. wide, fluor and spar, intermixed with silver-lead ore. At Fuzrell, in the 38 fm. levels, north and south of Harrison's shaft, the lode is 20 in. wide, good saving work. In the 30 fm. level south, the lode is 18 in. wide, a very promising end.—B. ROBINS: Oct. 19.

GUNN'S LAKE.—At Chilworth, I beg to inform you, that we have completed cutting the plat, barrow road, &c., and set the shaft to sink, and the lode to drive east on the course of the lode. In the 12 fm. level west, the lode is 2½ ft. wide, yielding some good saving work, a very kindly lode.—WILLIAM RICHARDS: Oct. 20.

HAWKMOOR.—In the 15 fm. level, east of Hitchins's shaft, the lode is 18 in. wide, composed of spar, munda, and spots of ore.—P. RICHARDS: Oct. 20.

HOLMBUSH.—The shaftmen have finished dividing and casing down the shaft, and have since resumed cutting the trip lead. The 120 fm. level east, west, and south, are much the same as when last reported on. The lode in the rise, above the 110 fm. level, on the north part, is 10 in. wide, producing stones of ore; in the same level, driving south, the lode on the part of the lead lode is 3 ft. wide, producing stones of lead. The lode in the stipes, in the bottom of the 100 fm. level, on the north part, is 20 in. wide, and worth 15s. per fm.; in the 100 fm. level south the lead lode is 2 ft. wide, composed of flookan, spar, and stones of lead; the pitches in the back of this level are much the same as they were last week. Our parcel of lead ore brought 21s. 6d. per ton, of 21 cwt. dry weight, and was purchased by the Messrs. Mullins, Brothers, and Co., Batterssea, London.—WILLIAM LEAN: Oct. 20.

MENDIP HILLS.—I beg to inform you, that the timber and every other work necessary, previous to sinking Stainsby's shaft, is completed, and the men have commenced sinking below the 88 fm. level; the lode in the shaft is about 8 ft. wide, principally composed of quartz and flookan, with stones of good quality lead at times, ground favourable for sinking. At the 25 fm. level, north of Barwell's shaft, the lode is 3 ft. wide, the appearance of which continues much the same, composed of carbonate of lime and quartz; I have the past week removed four men from this end.—F. C. HARPER: Oct. 19.

SOUTH FRIENDSHIP WHEAL ANNE.—On the Wheal Anne side they are down with their shaft 11 fms. below the adit, and are continually intersecting very fine veins of copper dipping into the lode, and they expect to cut the lode at the 20 fm. level before Christmas, as the ground is very favourable for sinking and driving. On the South Friendship side they have nearly completed the wheel-pit, and fully expect the wheel will be erected in about two months, as nothing can be done there until the water in the old shaft is in fork. The lode was cut west of the old workings in bringing up the lobby for wheel-pit, and found to contain fine stones of copper ore, and appears to be above 15 fms.

TRELEIGH CONSOLS.—At the 100 fm. level, east of Christo's, the lode is 20 in. wide, very kindly, producing good stones of ore; in the 100, west of ditto, a branch is 8 in. wide, unproductive. In Garden's shaft, below the 90, cutting ground and preparing to six plunger-lift at the 90 fm. level; in the 90, west of Garden's, the lode is 3 ft. wide, worth 25s. per fm.; and the pitch, in said level east, looks well. In the 80, west of Garden's (new), the lode is 1 ft. wide, no mineral; the winze, below the 70, west of ditto, is 14 fms. (new)—cutting winze plat, &c., not begun to sink; this is intended to go down on the 80 and 90 fm. levels. In the 70, west of Goodfortune, the lode is 3 ft. wide, worth 8s. per fm., very kindly. In the 60, west of Symon's, the lode is 20 in. wide, worth 4s. per fm. In the 50 west, on the north lode, the lode is about 1 ft. wide, with stones of ore, not so well as last week. In the 44, west of ditto, the lode is 18 in. wide, but little mineral; the adit, west of ditto, is commenced cross-cutting south to the west shaft, which will be about 11 fms.; the west shaft is sunk as deep as the bottom of the adit level, and to water—this is suspended. I beg to inform you, that the 90 fm. levels, from Garden's to Christo's, were holed on Tuesday last; those men are put in the 80, west from Garden's, six of them—the other six men are preparing to sink a winze below the 70, west of Garden's. We hope, from the appearance of the 70, west of Goodfortune, in course of next week to see some greater improvement.—W. SYMONS: Oct. 17.

UNITED HILLS.—In the eastern end, of the 90 fm. level, we are driving to cut the south part of the lode; the lode in the western end is 2 ft. wide, 2 ft. good ore, in the stipes the lode is 2½ ft. wide, 18 in. good ore. In the 80 fm. level, eastern end, the lode is 4 ft. wide, 2 ft. producing ore of good quality; the ground, driving north of diagonal shaft, continues ore of good quality; driving east of eastern shaft, the lode is 3 ft. wide, 1 ft. ore of fair quality; driving north, west of James's shaft, no alteration for the past week. In the winze, at the 60 fm. level, the lode is 3 ft. wide, 18 in. ore of average quality. In the 50 fm. level the ground in the cross cut is a little more favourable for driving than for some weeks past; in the shallow adit the lode is 3½ ft. wide, 2 ft. ore of average quality. At Wheal Charles, in the 50 fm. level, the lode is 2½ ft. wide, not producing any ore. In the 40 fm. level the lode is 3½ ft. wide, 2 ft. ore of average quality. At Wheal Sparrow, in the 40 fm. level, east of winze, the lode is 18 in. wide, 6 in. ore of fair quality; in the west of Richards's shaft, no lode broken for the past week. In the 30 fm. level the lode is 18 in. wide, ore throughout, of average quality.—T. TREVENEN; R. WILLIAMS: Oct. 20.

WEST WHEAL JEWEL.—In the 115 fm. level, east on Wheal Jewel lode no alteration since our last report. In the 100 fm. level, east on the same lode, the lode is 2½ ft. wide, worth 8s. per fm. In the 85 fm. level east, on same lode, the lode is not taken down in the past week. In the 12 fm. level, west of quarry shaft, on Tolcarne tin lode, the lode is 3 ft. wide, worth 40s. per fm.; the winze, in the bottom of the 12 fm. level, east of quarry shaft, on same lode, the lode is worth 10s. per fm.; the winze, in the bottom of the deep adit, west of quarry shaft, on same lode, the lode is worth 12s. per fm.; the winze, in the bottom of the deep adit, west of old sumpshaft, on same lode, the lode is worth 5s. per fm.—R. JOHNS: Oct. 19.

WHEAL ASH.—About the middle of next week, the engine-shaft will be sunk to the adit level, when they will immediately commence driving to intersect the three great lodes, for which object this adventure was undertaken, neither of them having been seen below 4 fms. deep. The engine-shaft has been sunk on a slide; the ground being easy, has greatly facilitated the sinking. The junction of the new lode (which underlies south) is a canter to the other lodes, and is now as promising in character as desired, being 6 ft. wide, and will intersect the lode immediately to the south of it (which underlies north), in about 10 or 15 fms. driving.

WHEAL ADAMS.—I beg to hand you my report of the above mine; the 50 fm. level, driving south, is much the same as last reported. We have not cut the lead lode yet, but we have a lot of water coming from the end, which is very strong; this is a very good sign that the lode is before us. In the 40 fm. level, driving south, the lode is 4 ft. wide, with good stones of lead in it—all saving work. The rise in the back of the 40 fm. level, on the silver-lead lode, much the same as when last reported, say, worth 16s. per fm. The winze sinking under the 28 fm. level, much the same as last reported, worth 10s. We do expect to get this winze through this week, if all be well. The tributaries,

I think, most of them, are getting wages. I set another tribute pitch to-day, on the eastern lead lode, of 12s. in 24s.—T. MOYLE: Christo: Oct. 19.

WHEAL BUCKETTS.—We have a good lode in both ends on the new lode, and a great improvement on the old lode, at the 20 and 30 fm. levels east, and we had fair to have a good sampling for the present 2 months.—G. A. KNIGHT.

WHEAL CONCORD.—We have commenced preparations for removing the water-wheel and erecting the crusher, which will render us great service in regard to dressing. I beg to observe, that I entertain considerable doubt whether the 20 fm. level is on the same lode as we are raising the lead from in the 10 fm. level, and the winze sinking below it; and, to elucidate this very important question, I have commenced dialling these two levels, to ascertain their relative position, which work I anticipate to finish in a day or two, and then I shall be in a position to speak with a greater degree of certainty. For the present, all I can say is, the lode in the end is very large, with spots of lead and munda; and if it appear not to be the same lode, as that in the 10 fm. level, we shall immediately drive to discover it. In the rise, west from the engine-shaft, in the back of the 38 fm. level, the lode is 3 ft. wide, tender spar and flookan, producing spots of lead. The lode in the 28 fm. level west is 2 ft. wide, with highly flattering indications. I have removed the men in the 28 fm. level east, to explore the old workings between this level and the 20 fm. level, where, I have reason to think, we shall find ground that will yield ore; at present there are fine stones of lead in the lode; and very shortly I purpose to explore the backs of some of the other levels in a similar manner, to endeavour to find the ore said to have been left by the former company. The lode in the stipes, in the back of the 10 fm. level, is from 2 ft. to 4 ft. wide, good work; in the winze, sinking below the 10 fm. level (which is sunk 2½ fms. below the level), there is a good course of lead, 4 ft. wide, quite as rich as it was in the level, which shows clearly there is a probability of its lasting downwards. The lode in the 10 fm. level, east from Snell's shaft, is 18 in. wide, producing good stones and spots of lead; and, as the excavation is extended on it, I think it fair to assume we shall find it productive. We have 7 tons of lead dressed for sale, and several more in course of preparation. In drawing your attention to the state of your mine, allow me to observe, that the mine has but just been cleared of the rubbish left in the levels by the inundation during the cessation of operations—therefore, you must not expect to find much riches in sight; but, in a month or two, there is every reason to think, by exploring the lode in the different levels, the mine will be brought into a profitable state; while it will be my object to take every means that good mining and prudence can suggest to meet the cost in part, or wholly, if possible.—J. B. CLYMO: Oct. 17.

WHEAL FORTUNE CONSOLS.—During the past week, we have been engaged bringing up a lobby to intersect the canter lode, on Monday, the 19th we cut the lode, and are happy to say, that it is a fine discovery; the lode is from 4 to 5 ft. wide, good saving work throughout the lode; I have put the men to bring up levels for a wheel, for which purpose the wheel could be applied for drawing the stamping; and, from the present appearance, I do not hesitate in saying that we shall have a first-rate tin mine.—J. CHYNOWETH.

WHEAL GILL.—In the 54 fm. level, we have driven about 7½ fms. on the lode, which is from 3 to 4 ft. wide, composed of spar, peach, and munda, with occasional stones of ore; from what we have experienced in the upper levels, we have every reason to expect, as we approach the cross-course, the lode will improve in quality; we have intersected the eastern cross-course at the 40 fm. level, and expect, on finding the lode on the eastern side (to do which, we have to drive about 7 fms. south), to get shortly into ore ground, as at the 16 fm.; about 1½ fm. east, we had a good shoot of ore for several fathoms in length from Alfred's shaft, which is sunk about 9 fms. east of the cross-course, to the 16 fm. level, and again from the 16 fm. level on the dip of the lode about 10 fms., from whence we have driven on the lode east and west; in the level driving west from the bottom of the shaft, we have a lode about 3 ft. wide, all of which is saving work, a portion very good; we fairly hope, on driving the 40 beneath this, to have laid open a great length of good ore ground; the lode from the 26 fm. level east, is at this time disordered by a slide, which we had in the 16 fm. level, and had the same effect there; east of the slide in the 16, we have a lode from 4 to 5 ft. wide, which for many fathoms assumes an appearance, such as to have induced several respectable agents from other mines, who have inspected it, to severally express, as their opinions, that a great body of ore may be fairly calculated on at a deeper level; the eastern end, now driving, continues of the same promising character and size.—W. FAULL: Oct. 19.

WHEAL LOUISA.—The engine-shaft is down 18 fms.; the ground, through which we are sinking, is as last reported. We are progressing very favourably at the south part of the mine.—J. CHYNOWETH.

WHEAL MARY PENTUAN.—We have commenced bringing up a lobby, for the purpose of driving into the hill, where we expect to intersect the main lode; the ground, through which we have been driving, is looking well, and congenial for copper ore.—J. CHYNOWETH.

WHEAL WALTER.—Since my last, the shaft men have cut a plat sufficiently large, and yesterday I set them the cross-cut to drive 5 fms., or cut lode. The strata at this level, 24 fms. under adit, and 30½ fms. from surface, is not decomposed as above; but slate, and veins of spar, interspersed with munda dipping towards the lode. Since my last, we have opened 4 fms. on B lode, which is much improved in size, being 3 ft. wide, composed of every quality that precedes lead ore.—This end is 10 fms. below the surface, penetrating into a hill.—JAMES OFFE: Oct. 20.

—Agreeable to your request, I forward you my report on Wheal Walter Mine. I inspected the works underground yesterday, and took particular observations of B lode, which is now driven on 26 fms. at adit level, and at present is a beautiful lode, composed of every metallic which indicate a produce of lead ore; it is 4 ft. wide, with an underlie north-east, about 2 ft. per fm., with pretty smooth wall on each side, its present direction being 40° north of west, south of east. The lode driven on about 20 fms. farther will reach the great north and south slide; lead ore may be soon expected in it, as it approaches the slide; and from its becoming more compact and settled as it gets deeper in the hill, on its reaching the slide, I expect it will be about 15 fms. from surface. I have not taken the exact levels at depth, but will furnish you with an accurate account next week, accompanied with plan, &c. The answer to your question, relating to the sinking of the engine-shaft to the depth of 40 fms., I am strongly of opinion that the sinking should be immediately resumed, and continued to that depth, while the cross-cut to the present level is driving; I do not, by any means, condemn the present proceedings by driving at the present level to intersect the C lode; but am persuaded in mind, that there is greater probability of a good produce of lead ore at the 40 than at the 30 fm. level, although I have great expectations from the C and B lodes at the latter. My grounds, as you request, are, that by sinking to the depth of 40 fms., the least doubt of good returns of lead ore near the junction; the water also at present is of very little consequence in the shaft—therefore, the work can go on speedily, without the aid of the steam-engine, until the C lode is intersected at the 30 fm. level, after which more water must be expected, and the sinking will not then be so easily effected as at present; and further, by resuming the sinking almost immediately, a march will be gained on time towards a desirable object. I observed yesterday some beautiful spar, the produce of a branch, the direction of which is to drop into the C lode—this is a good indication. I calculate the cross-cut from the engine-shaft, at the 30 fm. level to C lode, will be about 10 to 12 fms., calculating the underlay at 4 ft. in 6 ft., and at the intersection will be about 12 to 15 fms. from the slide. On the lode being cross-cut to the south wall, I would recommend driving on it west until it meets the slide; and, should the slide show favourable to drive close by its side, I would recommend to drive by it south at the 30 fm. level, until it reach B lode; the driving will be about 50 fms. to intersect it, and at this point the depth will be nearly 40 fms. from surface. These recommendations are rather premature—still I believe they are feasible, if my anticipations are realised; but future work should be directed from appearances after exploring. I can add nothing further on the other lodes in the mine to my former reports; there can be no new feature in them until the adit level reach D and E lodes, and A resumed working.—J. DAVEY: Oct. 22.

FOREIGN MINES.

CARBONE COPPER MINE, SICILY.—The works have not gone on very rapid this week, for want of pickmen, in consequence of great sickness in the village. I should have had three or four men more to work if I could get them. I have about 30 tons of good work out. I have one man working in the back of the Royal level, and he has broken some very good work indeed; I broke one stone myself, from 4 to 5 cwt., very good indeed—the lode at present is very rich. I have one man working in the back of the Beck level, at the bottom of the winze, and I have got out some very good work from there, under the foot of the timber; I was obliged to put in new timber, and remove all the old, to get out which took some little time to effect; I have not touched what is considered the best bunch as yet; next week I intend to begin two rises from the Beck's level—one inside the old winze about 10 fms., and another outside, to get up under the outside winze in the Royal level; and instead of putting the work out at the mouth of the level, I shall pass it down the winze, and wheel it out, instead of carrying it down in baskets, which will be a saving of three-fourths the present cost. I have made a new arrangement about the timber. I find, in bringing in the timber as formerly, there is a great deal of waste, so now they bring it from 4 ft. to any required length at two biaccos (one penny) per foot, which I find to be a great saving.—JOHN BRAY: September, 1846.

[FROM CORRESPONDENTS.]

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At home for consultation daily, from nine till two, and from five till eight; and all letters, immediately replied to, if containing the fee of £1, for advice, &c.—S. Bedford-street, Bedford-square, London.

SOUTH WHEAL TRELLAWNEY.—By reports received from the mines, dated Oct. 21, it appears that Sobey's lode was very much improved in size (nearly 4 ft.) and appearance since last week, and it was looking much better than it has ever been.

MINING IN THE NORTH OF CORNWALL.—Considerable attention has of late been laudably directed to the northern part of Cornwall; the appearances of the numerous lodes carrying almost to the surface the assumption of metalliferous deposits. The lonely traveller, the occasional geologist, or the practical miner, might pursue his course over those dreary and unfrequented moors, without arresting his progress to a casual examination of the stratification of the country; but the period has arrived, when mining enterprise and intelligence will remove the superstition and prejudice which too frequently adhere to local influence. The time was when mineral wealth was only to be found in the western part of the county; but now we find that energy and talent has developed immense wealth in the eastern portion of the county; and it also appears, that a new era has commenced in the northern division of mineralogical Cornubia. A great number of the lodes have been partially worked for lead—and here and there profitably; but about 18 months since a sett was taken in the parish of St. Brevard, between the towns of Bodmin and Camelford, but was cheerfully worked. New blood was infused into that company by a majority of the shares having been purchased by some enterprising gentlemen, who more fully appreciated the value of the lodes; subsequently another sett, about two miles to the east, denominated "the Great Rough Tor," has been taken. In the 20 ft. level east the lode is chiefly composed of gossan of the finest description, intermixed in places with good stones of ore—the full size of the lode not being known, although it has been cut into for upwards of 73 ft., without reaching either the north or south wall; the course of ore, in the bottom of the level, is about 3 ft. wide, and worth about 40¢ per fm., and is dipping apparently under the present end; and the very splendid gossan of which it is composed, leaves no doubt that they are merely skimming over great courses of ore; in the 20 fm. level west, they are driving on the north part of the lode, where the ground is easier for driving; this part of the lode is also carrying stones of ore in places; but the main portion is standing south, and will be cut into at different points of their progress. Oct. 13.—The lode in the 20 ft. level east is improved—being composed of gossan, spar, and ore, producing some good saving work, and promising further improvement; in the 20 fm. level west there is no important alteration; the ground in the engine-shaft, below this level, is favourable for sinking. Oct. 20.—The lode in the 20 ft. level east still continues to produce some saving work—the part of the lode now being carried is composed chiefly of gossan, spar, munda, and ore; in the 20 fm. level west the lode is composed of capel, spar, munda, and stones of ore; the ground continues favourable in the engine-shaft—they are now sinking below the 20 ft. level, and the men have taken 10 fms. to sink below the present bottom of shaft, and fix plunger-lift from the 20 to surface at 145 ft.—We cannot help congratulating the adventurers at the really favourable results of their spirited working, when we remember that, in February last, nothing literally had been done by the then existing company—since that time the water has been brought home, a powerful water-wheel (45 by 44) erected, the shaft sunk 22 fms. in the country, at which depth it intersected the lode, with all necessary works, buildings, &c., being completed: some credit is due to executors under whose directions these operations have been carried on, which have led to the favourable result. Were all mining operations prosecuted in this manner, we should not have to regret some knocked bails, and mining would bear a better name. Let us hope this example will be exclusively followed.]

GALVANISED IRON COMPANY.

The half-yearly general meeting of the above company was held at the London Tavern, on Tuesday, the 20th inst.

MR. MALINS (the chairman of the company) in the chair.

The SECRETARY, having read the notice convening the meeting, proceeded to read the following report of the directors, together with an abstract of the accounts.

REPORT.

This being the first meeting of the company, since its complete registration, under the regulations of the Joint Stock Companies' Act, your directors cannot but congratulate you on the high position which you now occupy among the trading companies of this great country. The deed now laid upon the table has been signed by a body of proprietors, surpassed by few for wealth and respectability; and while it affords evidence of the confidence reposed in the results of the undertaking, imparts to its operations a character of stability and strength most essential to their success. Another source of gratification to your directors in meeting you on the present occasion, is the sound and flourishing condition of the iron trade, the prospects of which are also most encouraging; at the same time, their disappointment is considerable, that the progress made during the past half year has not been commensurate with their expectations. It is not that the grounds on which their expectations of profit were founded have in any degree failed (their anticipations on this head have only been strengthened by the subsequent development of the mineral workings); but causes, over which your directors could have no control, have retarded their operations. The rise in wages, and demand for labour, have been the main causes of the delay; the former enabling men to work four days instead of six—the latter rendering it impossible to get a sufficient number of hands. Without an adequate stock of materials, it would not have been prudent to blow in more furnaces; and it is only now that the stocks have approached the point of safety. The third furnace at Cefn Cwre was blown in on the 14th inst., two of those at the Garth are nearly completed, and the third can be got ready in January next. The blast engines at the Garth will be in working order in about six weeks; and as soon as the few other minor arrangements are completed, it is intended that two furnaces shall be blown in P. The same causes have operated to some (though to much less) extent on your new works in Staffordshire, and it is only in the current half-year that the benefits of their increased power will be felt.

Some months delay, and some additional expense, have thus unavoidably been incurred; but your directors trust, that this temporary disappointment will appear to you, as it does to them, to be compensated by the reflection that, the nearer we approach to the practical testing of the hopes held out by your managers, the greater the confidence that may justly be entertained of their full realisation. The report of your mineral agent, Mr. Job Taylor, leaves no doubt on this head. Mr. Taylor, as you are aware, is also the chief mineral agent of the British Iron Company; and other large works; and his great experience and practical knowledge, entitle his opinions to considerable confidence. Having premised these few observations, your directors proceed to lay before you, under their several heads, a statement of what has been effected since the last half-yearly meeting.

Wales.—At Cefn Cwre a third furnace has been blown in, twenty-penny coke ovens built, nine cottages erected, a new pit sunk 324 fms., and winding machinery erected; the colliery efficiently opened, and rendered able to the supply of 3000 tons per week; while, by the introduction of miners from Staffordshire, and some judicious alterations in the mode of working the coal, the cost has been reduced 1s. per ton, and will be further reduced when the incline is in operation. The cost of raising the ironstone has also been materially lessened—3709 tons of pig-iron and metal have been made; but, owing to the increased rate of wages, the defective state of the blast pipes, and the heavy charges of a necessarily large establishment on an inadequate make, the profit realised has been small, and is insufficient to cover the depreciation in the value of the stock from the fall of markets in the spring. They have now, however, the gratification to state that new blast pipes have been supplied, the furnaces are getting into good working order, and producing iron at a satisfactory rate of profit. At the Garth, the mineral openings have been prosecuted with all practicable vigour, and are now fully adequate to the supply of all the furnaces. A large stock of blackband, and other iron ore, has been accumulated, besides an ample supply of coke, which is being daily increased by the produce of 19 coke ovens; 20 workmen's cottages are in course of erection, besides 14, which are already finished.

Staffordshire.—At the Phoenix Works, the new mill has been completed, and works to the entire satisfaction of your managers. The make at these works is very shortly reaching 350 tons of finished iron per week, and your directors have pleasure in assuring you, that you now possess one of the best and most efficient mills in the district. From the causes already alluded to, and from an array of orders at low prices, which had to be executed during the past half-year, the result of the operations here has not equalled the directors' expectations. The same adverse circumstances will not act upon the current half-year, and the advantageous contracts, now on hand, justify the anticipation of much more favourable results at its termination. The machinery at these works has been very costly, but the advantage of the expenditure will be apparent, from the power thus obtained, to manufacture iron of the descriptions, on which a more than ordinary profit can be secured at all times, and under every vicissitude of the trade. The Lea Brook Works are on the point of being given up, the necessity for their further occupation being superseded by the new erections at Corby's Hall. The iron manufactured at these two works amounts to 5058 tons. At Corby's Hall Works and Mines, the operations have been conducted under the immediate superintendence of Mr. Mathews, with results of a very satisfactory character—6961 tons of pig-iron have been made during the past six months, and 48,578 tons of cast iron. Your directors, taking into consideration the advantage that would arise from erecting forges on this estate, whence the supplies of coal and pig-iron are obtained, instead of continuing their tenantry at Lea Brook, proceeded as early as practicable, after entering on the property, to make the necessary erections. They have now the satisfaction of informing you, that an effective forge and mill is so far completed, as that about 150 tons of puddled bars are now being made weekly for the use of the Phoenix Works, and in a few weeks this quantity will be increased to 200 tons, with considerable mill power in addition. The ironstone works at Darlston Green, a lease of which was taken at the same time as that of Corby's Hall (to which they form an important and useful adjunct), are proceeding steadily and satisfactorily to a state of productiveness. Of the pits which were partially sunk, two are ready to commence getting ironstone, and two others are in a state of forward preparation for the same purpose. This portion of their property will be of great advantage to the company when fully at work, which may be inferred from the high price of ironstone in Staffordshire (which is from 18s. to 20s. per ton) is taken into consideration.

Galvanised Iron.—The progress of this branch has been steady, and justifies the opinion of your directors of the large profits to be expected from the manufacture, when the pending litigation of the patent shall have been brought to a termination; 1222 tons have been delivered from the company's establishments at Millwall, Birmingham, and Lea Brook—the two former of which are in excellent working condition, and fully employed. Large orders continue to be executed for the Government dock-yards, the Houses of Parliament, the Electric Telegraph Company, the railway companies, &c., &c.; its use is daily extending, and its value appreciated. The trial as respects the patent is fixed to come on next month, and the company's legal advisers see no reason to doubt of the success of the patentees.

Wales Law-suits.—It is most gratifying to your directors to be enabled to report to you, that these vexatious and expensive proceedings have been terminated by an advantageous arrangement; your directors congratulate you most heartily on the termination of this long-protracted contest.

Llyn Valley Railway.—The violent opposition offered to this project has happily been unsuccessful; the bill has been obtained, and the proposed arrangement with the old company will facilitate the construction of the line. It is difficult to overrate the importance of this undertaking to your interests, and again your directors congratulate you on the

victory you have won. The appointment of Mr. Mathews to the chair of this company, will be at once most pleasing to you, and a guarantee that its objects will be prosecuted with prudence and energy. A most cordial understanding exists with the South Wales Company, in conjunction with whom the best practicable communication will be established between the Llyn Valley, the ports in the Bristol Channel, and the manufacturing districts. The accounts laid before you show that (including the purchase of the Corby's Hall property), there has been expended on capital account, during the half-year, 65,427l.—while, during the same period, only 36,525l. was received from calls. Your directors think they cannot give you a stronger proof of the vigour with which they have endeavoured to carry out the objects of the company, and of their reliance on the accuracy of the views which have led to their adoption by themselves and you. Had they contented themselves with keeping pace in their expenditure, with the receipts arising from the instalments on the new capital, you would have been thrown back by many months from participation in those profits which the present price of iron ensures, and which, in a few weeks, you will be in a condition to avail yourselves of to the fullest extent. It will be in your recollection that, when this new capital was created, it was the intention to raise 100,000l., by calling 4l. per share on 25,000 shares. As only 20,407 shares had been subscribed for, there exists a deficiency of nearly 20,000l., which your directors propose to cover by a call of 1l. per share on the new shares, payable on 13th Jan. next—the propriety and necessity of which are too obvious to require further comment. It will also be recollected, that at the time it was proposed to raise 100,000l. as a sum adequate, and no more, to the wants of the company, the purchase of Corby's Hall was not contemplated. This purchase entailed an additional expenditure of 35,000l.; but your directors believe that the issue of the remaining 4593 shares (which, at 5l. per share, will produce 23,000l.) will provide for this demand, and they do not foresee any contingency likely to render necessary any further call upon the new shares.

Dividend.—The profit and loss account exhibits an available balance of 11,079l. 11s. 3d.—out of which your directors propose to declare a dividend of 3 per cent., free of income tax, which will require 8977l. 10s. 7d., and leave a reserve of 2102l. 7d. When it is remembered, that this dividend is spread over a capital of 300,000l.—nearly one-third of which has been, during the half-year for which the dividend is declared, expended on works not yet brought into a productive state—and when all the circumstances affecting the operations of the half-year are taken fairly into account, there does not appear to your directors any just reason to be dissatisfied with the amount of this dividend, though it would have been unquestionably more gratifying to them to have kept it up to the rate of the preceding one. They believe, however, that the current half-year is doing better things; and they look forward with undiminished confidence to the ensuing year, for the realization of profits on a scale commensurate with the magnitude of the undertaking, and with the expectations they have felt justified in holding out.

Two of your directors—Henry Tufnell, Esq., M.P., and George B. Carr, Esq.—having retired from the direction, two other gentlemen—viz.: John Follitt Powell, Esq., and M. J. Soares, Esq.—have, in pursuance with the regulation of the Act of Parliament, been nominated by your directors, to fill their places. These gentlemen now present themselves to you for re-election, and your directors strongly recommend them to your approval, as holding a large interest in the undertaking; and as being calculated, by their business habits, and high respectability, to discharge the duties of the office with credit to themselves, and advantage to the company.

Finally, your directors desire to record their conviction that, though, during the period under review, the profits have been less than was anticipated, the permanent welfare of the company has been advanced in a greater ratio than during any previous six months of its history; and they place this report in your hands, trusting that their exertions and labours have merited, and will obtain, the sanction of your approval.

Bronley, Kingwinford, Oct. 19.—By the request of Mr. Malins, I make a report upon your mining property in South Wales, as follows:—First, as to the quantity of coal and ironstone; second, as to the quality of the coal and ironstone; and, third, as to the state of the workings with regard to supply. In respect to the first, I beg to say, that the minerals in the lands leased by the company are most abundant; and I never saw, in any district, either in England or Wales, so great a quantity of coal and ironstone contained in an acre. On the second point, I have to observe, that the quality of the coal is very good; and the quality of ironstone is as good as can be seen in any district in which I have been. I beg to add, on the third point, that at Cefn Cwre, we have sufficient openings made in the coal veins to supply more coals than can be used at the furnaces; and have been under the necessity of stopping a part of the work, on account of the stock on hand being so great beyond the consumption of the furnaces. The ironstone workings are at present in a state to produce a sufficient quantity of ironstone for the supply of the furnaces, of best quality—if men could be had to work in the stalls already open; this want of men arises from want of accommodation of houses for them. In the company's works at Garth, the blackband ironstone, which is of excellent quality, proves most abundant, and the workings are now in a state to produce a much greater quantity than can be used; we have been obliged, in consequence, to stop a part of the levels, on account of the stock of blackband being so great, until the furnaces are blown in. The coal workings in this colliery are not in a state to supply the furnaces at present; but preparations are being made, by headings, drifts, and shafts, by which we shall, in a short time, be able to supply the furnaces at this place; till this is the case, we can supply them from Cefn Cwre with coal, without inconvenience.—JOE TAYLOR.

The CHAIRMAN, in advertising to the report then read, observed that the accounts and reports being now before the meeting, they were in possession of every information the directors had to offer, relative to their present position; while the only cause they had of regret, was their inability to continue the dividend, as heretofore, of 4 per cent.; but having given the subject their most anxious consideration, they had resolved on fixing the dividend for the past six months at 3 per cent., free of income tax—which would leave a reserve fund of about 2100l. He begged to remind the proprietors that they (the directors) had been called upon to make considerable advances, not only in works at Corby's Hall, but also in the erection of three new blast furnaces—two of which were completed. They had also to contend with the drawback of certain apparatus connected with the old furnaces being so decayed, that they required being restored, which had retarded the make of iron. Notwithstanding the difficulties with which the directors had to contend, he could, however, only see cause of congratulation on the present position of their affairs. All they wanted now was an increase of funds, to efficiently carry on their extensive and most complete works, and to meet the liabilities particularised in the accounts submitted to the meeting. One means of effecting the desired object, was that of the proprietors taking among themselves the unappropriated shares, and he begged to say that, so high an opinion did the directors entertain of the company, that they would readily subscribe for one-half the number of shares, if the shareholders would take the other half.

This appeal was at once responded to by about 800 shares, or one-third, being at once subscribed for; while it was understood, that circulars would be forwarded to the absent shareholders—the calls on the shares being spread over a space of 18 months. With the funds thus provided, and the produce of the call now made of 1l. per share, their finances would be placed in an easy position—as a sum of 43,000l. would then be raised, being ample for all the purposes of the company; and they would be enabled to prosecute their works with vigour, without any further contemplated extension of capital.

Mr. SHORT, as a large holder of shares in the company (we understood 1000 shares), moved the adoption of the report; he, for one, was not only highly gratified by the report presented to the meeting by the directors, but considered that much was due to them, and to their agents, for the successful results which attended their operations, although the dividend declared that day was not equal to that they had formerly received; he considered, however, that the directors had pursued a straightforward course; and he doubted not, at their next meeting, that it would be considerably enhanced.—The motion having been duly seconded, it was carried unanimously.

Mr. MANSFIELD proposed the election of T. F. Powell, Esq., as a director, which was seconded by Mr. JOHN FIELD, who availed himself of the opportunity which presented itself of stating that, from a knowledge over many years of the talents and business habits of Mr. Powell, he felt assured that the company would not only derive much advantage from the appointment of that gentleman, but also they would do themselves credit and benefit by securing his services.—The election was, therefore, carried unanimously, and Mr. Soares having been proposed as a director, whose qualifications were highly eulogised, the meeting proceeded to make a call of 1l. per share, which will be found, with the other resolutions, in our advertising columns.

The CHAIRMAN, in declaring a dividend after the rate of 6 per cent. per annum, expressed his perfect confidence that he should, if not on the next occasion of meeting the proprietors, certainly at an early day, be in a position to declare a larger dividend, when the operations of the company shall come into full play—viz.: after 18th January ensuing—by which time, he doubted not, the company would have 10 furnaces in blast, with two rolling mills at work, besides the manufacture, which was considerably on the increase, of their galvanised iron. There was a matter as regarded the patent, which would be determined, in all probability, in the course of the ensuing month, and on which the directors had received from their legal advisers the firmest assurances of success.—Mr. FIELD observed, that on the last occasion he had derived much satisfaction (as had, he believed, the proprietors generally) by his having called on Mr. Mathews, to express his opinion on the position and prospects of the company; he should be happy, then, to hear from that gentleman the views and opinions he entertained, which, he felt assured, would be equally satisfactory to the shareholders assembled.

Mr. MATHEWS observed, that he had recently visited the works in South Wales, and expressed in the strongest terms his approbation of their efficient state, assuring the meeting, that more compact works were not to be met with, and that coal and iron ore were in abundance on the property, and the most profitable results might be expected from the workings; all the favourable opinions he had previously expressed, as regards the prospects of the company, had been fully confirmed, and he considered the company to be in a most prosperous state, as to the prospects which it presented.

In answer to an inquiry, as to what had been done with the 1000 shares, or 10,000l., left in the hands of the directors, the CHAIRMAN stated, that they remained just in the same state—no use, whatever, having been made of them. Thanks having been voted to the managers, to Mr. Mathews, the directors and auditors, with a cordial vote to the chairman, for the lucid statement made by him, the meeting separated.

REDBRITH CONSOLS.—A meeting of adventurers was held at the mine, on the 8th inst.—E. TURNER, Esq., M.P., in the chair—when the accounts, showing balance against the mine of 371l. 5s. 9d., were examined and allowed; it was then resolved, that the amount be divided, rateably (1l. 9s. per share), and collected immediately.—The accounts showed the balance at last account, 702l. 3s. 4d.; tutwork and tribute cost, from July to September, 471l. 19s. 2d.; merchants' bills, 138l. 9s. 4d.—1312l. 11s. 10d.—By call of 3l. per share, made July 9, 1861; copper ore sold August 13 (less dues), 119l. 6s. 6d.; tin ore sold August 17, 48l. 11s. 8d.; received for carriage of ores sold Feb. 11, and May 14, 5l. 8s. 4d.—941l. 6s. 1d.; leaving balance against the mine of 371l. 5s. 9d.—The following report from Capt. T. Nichols, jun., was read to the meeting:—Since the last meeting, we have cut the lode in the 13 fm. level, and are raising some good ore from it, some of which we shall sample on the 27th inst.

TAMAR SILVER LEAD MINING COMPANY.

At the annual general meeting of shareholders, held on Friday, the 23rd Oct., at the office, Finsbury-square.—JOSEPH GROUT, Esq., in the chair. The advertisement convening the meeting having been read, the following reports and accounts were submitted:—

DIRECTORS' REPORT.

The directors have called you together, to report to you on the proceedings of the past 12 months.—The accounts, which have been audited by Messrs. Burs and Leary, are as follow:—

Cost, Sept. 1845 to Aug., 1846	£19,906 18 10	Receipts for ore sold	£21,895 3 3
Disbursements	488 11 5	Materials	88 9 5
Discount	229 6 7	On account of Calstock whf.	50 0 1
Balance last account	2,981 14 3	Balance	872 18 4
Total	£22,906 11 0	Total	£22,906 11 0

Balance-Sheet.		Ca.	
Dr.—Bills receivable	£2,297 11 9	Ca.—6000 shares, at 3l.	£18,000 0 0
Stock account	1,695 15 1	3600 shares, at 3l.	10,800 0 0
Tamar Mines	29,675 18 4	Reserve fund	1,605 10 0
		Bills payable	872 0 0
		Squire and Co.	621 8 2
		John Peter	1,000 0 0
		Sundries	18 15 5
Total	£33,576 5 2	Total	£33,576 5 2

It is often observed, that time is capital, and we believe that the observation is strictly applicable to this adventure; for, though no dividend of our profits has been declared during the past year, yet the resources of the mines have been such as to render it within the power of your directors to add very considerably to the absolute value of your property, and to encourage you with the assurance that they feel that they have every reason to believe, that increasing permanent profits will result from the general expenditure, despite the particular difficulties and disappointments, against which the directors have had to contend. Viewed as a whole, your property in these mines is decidedly and positively of a considerably increased value; and we have much pleasure in inviting your attention to the reports of Mr. Johnson and Capt. Sprague, which have been forwarded to us, for the purpose of being submitted to the meeting, in corroboration of our statement. From the foregoing details, it will be manifest that, in a pecuniary respect, as well as in regard to the more satisfactory state of the mine, our position is worthy of congratulation; for, at our last annual meeting the balance against the mine was 2281l. 14s. 2d., whereas now it is but 872l. 18s. 4d., showing an improvement to the extent of 1408l. 15s. 10d.—500l. of which was realised as late as August last; and, as a set off against the 872l. 18s. 4d., we may state that 1000l. worth of ore was raised in August, which has not yet come into account, and a large extent of new and most important work has been accomplished for the permanent advantage of the company.

Ward House, Beccles, Oct. 20.—I regret it will not be in my power to be present at the annual meeting of the shareholders, in consequence of Messrs. Gardiner and E. Taylor having appointed Friday to go into the business of these mines, and to accompany them over the sets. Our operations during the year have been such as to prove the lode in depth; and I am truly happy to say, that not only the prospects, but the returns, fully justify the prosecution. I regret, however, that the necessary expenses of Wheal Hancock, the north mine, and Hole's Hole lode, have prevented the application of the profits of the south mine being distributed as dividends to the shareholders; my object, however, has been to properly try these points, which have been, in the opinion of every practical miner who has given opinions, that eventually we are likely to reap a rich harvest. Our agent, Capt. Sprague, has given you an account of the ground opened, and will, I hope, be able to describe to the shareholders the necessity of recommending operations; I shall, therefore, confine my observations to my reasons for recommending them. As has been done, with my opinions of the results; and can only assure yourselves and the shareholders that, with more than 30 years' experience, I have ordered these operations, as if the whole cost had to be met by myself. Soon after the last meeting, I found that the ground of the upper levels in the south mine, from the expense of tramming the ore, and incidental cost of dressing, &c., could not be worked to advantage; and although the returns of ore would have been greater, the profit would have been less; that the richer parts of the lode within certain distances had been worked away by the former adventurers and ourselves; and as the mine was improving in depth, I considered it best to reduce our cost, and for some months to allow of the reduction of returns—that is, so long as was required to open ground in the lower levels, to work them in a miner-like manner; and our returns, and the prospects now before us, show, that I was fully justified in doing so. In all these operations, it is due to your agent, Captain Sprague, to say, that he gave every facility, and that I was influenced by his practical experience, as well as my own knowledge of the character of the lode: during these operations, we determined on sinking the engine and inclined shafts, in order to facilitate the operations in depth, which has, of course, added to our expenditure; but I am happy to say, that the ore produced from the 135 fm. level would have justified the outlay of any sum; and as the 145 will soon come under this productive part of the lode, and the 160 now prospecting towards it, that we may look forward to very profitable results. The object of sinking from the 145 to 160 (say 15 fms. instead of 10 fms., as before) has been to economise the driving through the unproductive part of the lode; and also that we may sooner come under the more ore part, which Capt. Sprague will more fully describe, from the productive part being between two main slides; the two or three levels above the 135, are also yielding good returns driving south. From these remarks, you will perceive that my opinion, as to future results, is very sanguine as to increased and profitable returns.

At the north mine, we have certainly been disappointed of the returns contemplated, owing to some disordered black ground; but as the returns for several months have nearly met the cost, and the necessity of keeping the engine at work for pumping water from the river, for dressing the ore at the south mine, and the increased returns in depth, I have felt it expedient to continue sinking the shaft, and doubt not that in depth we shall find the lode more productive and regular, when we have got under the ground alluded to. At Wheal Hancock, we have driven our cross-cut west under the whole of the marsh in the occupation of Mr. Hancock, which is very much further than the lode should have been found, had it continued its proper course, according to the dialling of the south and north mines; and can only suppose it to be thrown further west by the channel of black ground, and the north mine. If we continue our operations at this point, we should be under the ground claimed by Mrs. Blewitt, from whom we have no self-being interest from making any arrangement by order of the board of his Royal Highness the Duke of Cornwall; and this is one of the points to be referred to by Messrs. Gardiner and Taylor, on Friday, as we have every reason to believe that the Ward lode is to the east of our shaft at Wheal Hancock. We are now driving in that direction, in hopes of cutting it; and I have sent in a memorial to the Duchy, to secure an extension of their ground under the river, in the event of doing so, and where I have good hopes it may be productive in the more congenial strata, Killas. This part of our property (Wheal Hancock) was strongly recommended by all the experienced miners of this neighbourhood; and I believe that the ground of the character described, which no one could foresee, there is no doubt our outlay, which has been great, would have been rewarded. The expenses are now very trifling; and, should we not soon succeed, will cease at Hole's Hole lode. We have sunk a shaft, and now driving to cut a lode, which has been opened at surface with most encouraging prospects; and, if successful, have the grant from the Duchy to a very considerable extent; and less than three months, at a small cost, will prove this ground. My attention, as well as Capt. Sprague's, has been called to alterations in the mode of returning the ores, by which a considerable saving has been made—as well as enabling the men to work poor class ground to advantage, by which discoveries are being made, and the shareholders—also, in the returns for several months, materially, by which a great saving is effected; but as these, as well as many other plans, and the detail of our duties, it may not be considered necessary to describe them more fully; and I trust the time is not far distant, when the profitable returns of our mines will be divided among the shareholders. In conclusion, I beg to say, that the constant attention paid to the interests of the shareholders by Capt. Sprague, and our other agents, and the generally good conduct of the men, has giving me the greatest satisfaction.

Tamar Silver-lead Mines, Oct. 14.—I beg to hand you the following particulars relative to the different operations in these mines, for the last 12 months:—The engine-shaft has been sunk 15 fms., which is now down to the 160 fm. level; we have also extended our different levels south about 300 fms., nearly all of which have been productive of ore, yet the 135, 125, and 115 fm. levels have been most productive. We have to drive the level from the ground 40 ft. have been of the character described, which no one could foresee, there is no doubt our outlay, which has been great, would have been rewarded. The expenses are now very trifling; and, should we not soon succeed, will cease at Hole's Hole lode. We have sunk a shaft, and now driving to cut a lode, which has been opened at surface with most encouraging prospects; and, if successful, have the grant from the Duchy to a very considerable extent; and less than three months, at a small cost, will prove this ground. My attention, as well as Capt. Sprague's, has been called to alterations in the mode of returning the ores, by which a considerable saving has been made—as well as enabling the men to work poor class ground to advantage, by which discoveries are being made, and the shareholders—also, in the returns for several months, materially, by which a great saving is effected; but as these, as well as many other plans, and the detail of our duties, it may not be considered necessary to describe them more fully; and I trust the time is not far distant, when the profitable returns of our mines will be divided among the shareholders. In conclusion, I beg to say, that the constant attention paid to the interests of the shareholders by Capt. Sprague, and our other agents, and the generally good conduct of the men, has giving me the greatest satisfaction.

Smelting Department.—Our operations have gone on with activity and success, which the return of a part of the capital advanced for carrying on the works is the best proof. In taking up these works in the dilapidated state, they were, a considerable outlay was requisite, which, I can assure you, was made with the greatest regard to economy—at the same time, to the more efficient operations of smelting, by the construction of furnaces on improved principles, by which not only there is a great saving in the consumption of fuel, but the ore being more effectively smelted, producing larger quantities of metal, than is generally recovered in the operation. The erection of chambers for collecting the metallic fumes have also added materially to our returns. We have, within the last few months, attached blowing cylinders and pipes for the blast and refining furnaces, which answer to our full satisfaction, enabling us to do more work, with a saving of nearly 50l. per month in manual labour. The system of accounts are such, that it would be impossible for any one to come on the premises without showing the deficiency, duly equal (which has not been the case) occur; and the produce of silver is always found fully equal to the assay by which it was purchased, and the waste of lead less than in other establishments of the same kind. The facilities for shipment, the price at which we obtain coal, the perfection in regard to the works generally, and the steady conduct of the officers and men employed, will always give us an advantage over most establishments of the same nature—at the same time, such is essential to compete with the opposition of other smelters, which has, for the last several months, been carried to an absurd extreme; several parcels of ores having been purchased by others, at a price which cannot meet the expenses of coal and labour. We have, of course, to meet this, been obliged to bid higher for ores than at the commencement—at the same time, with a steady regard to leaving a remunerative profit; and, I am happy to say, that our purchases have been sufficient to keep our works going; and although, for the present, our profits are not equal to what they were, I have no doubt of giving a very satisfactory account at the end of this year, when we take stock, and make up our accounts. Allow me to assure you, that my most devoted attention is, and shall be, paid to our interest.—P. N. JOHNSON.

In continuance, your directors have only to observe, in reference to the smelting department, that Mr. Johnson has kindly forwarded an addendum to his report, from which it appears, that this most advantageous undertaking, is likely soon to become a highly valuable acquisition to the profitable income of the company, and they with pleasure submit to you, Mr. Johnson's report on this head.

The CHAIRMAN stated, that the report read was, in his opinion, and that of his co-directors, highly satisfactory, as showing the gradual progressiveness of the mine—the balance against the company having been reduced fully two-thirds, while the prospects were such as to justify him in holding out the hope of a dividend at an early day.—Mr. WINSTANLEY begged to ask, with reference to the north mine, what was the monthly cost? and, furthermore, whether, in the absence of any prospects or returns from that portion of the set, it

was politic to keep up the expense of working the engine?—Mr. Stainsby, in reply, observed that the monthly cost did not exceed £50 to £60, while it was essentially necessary that the engine should be kept at work, for the purposes of the south mine; and, moreover, it was calculated upon, that in continuing the driving of the cross-cut, Ward's lode, which had been found so productive in the adjacent sets, would be intersected.

In reply to a question as to Mrs. Blewitt's ground, it appeared from a statement, made by the Chairman, that a question arose as to the title, the Duchy claiming a right to the minerals—the course of the Tamar having in past times been through the land, which, being once submerged, it was contended, made it Duchy property. Mr. Gardiner, the secretary of the Duchy, with Mr. Taylor, were, however, now on the spot, and would that day consult upon the subject with Mr. Johnson on the mine. The entire amount expended on the north mine was £7632 13s. 6d., while the returns amounted to £4482 6s.—thus leaving a balance of about £3000 against the mine. The Chairman further observed, that, during the past 12 months, not only had £1400 been worked off the balance, but a very considerable outlay had been made in the prosecution of the mine, and the extension of the workings—among which one of the not least important was that of the incline, by which the mine was not only properly ventilated (men not having previously been able to work more than two hours each day), but was immediately in connection with the principal workings.

Capt. Sprague has no hesitation in stating, that the lode in the 135 ft. level was in full production to double that of any other level which had been driven; while the 145 and 160 ft. levels were coming on under the rich ore ground. The cross-courses, which had been met with, were not more than 2 in. wide, taking an inclination north—the ore produced 35 oz. of silver to the ton. In answer to a question from a proprietor, Capt. S. stated, that he calculated the monthly cost at £1200 to £1300; while the returns from the ground already explored, he considered, might be fairly estimated at 100 tons per month. The Ward lode, to which the attention of the meeting had been directed, was 85 fms. east of the Tamar lode, about 15 tons a month had been obtained from the halvans; and, in advertising to the incline, Capt. S. observed, that several points of working were from 850 to 400 fms. distant from the bottom of the drawing shaft, whereas they were only 20 fms. away from bottom of the incline—whereby a saving of at least 50% per month would accrue. There was no water in the lower levels with which they had to contend, which in itself was a matter of considerable moment. With reference to Wheel Hancok, one of the many objects was to cut another lode, which might be within 20 or 30 fms., or it might be 40 fms. This he was not prepared to say; he considered he could drive 4 to 5 fms. per month, so that he might contemplate it would take 8 or 10 months to intersect the lode. He considered this one of the best speculations of the day, as should they cut the lode rich, which they had every reason to expect, there was an extent of at least two miles on the run of the lode.

Mr. James Rose for the purpose of submitting to the chairman the propriety of holding quarterly meetings. This course had been acted upon by the Callington and Tamar Companies, and he considered that its adoption, in the present instance, would be productive of good, were it only the example that it would set to others; and, at the same time, it would be following in the wake of those companies he had cited.

The Chairman, in reply, observed, that he was apprehensive, if meetings were held every three months, the attendance would be so limited, that the desired object would not be achieved. He submitted, if the accounts were made up monthly, and that every quarter a regular balance-sheet was made up and submitted to the proprietors, who might inspect the same on application at the office, all that could be desired would be by such means accomplished. This appearing to be the feeling of the meeting, the question dropped, upon the understanding that the course suggested by the chairman would be adopted.

In the course of conversation, the Chairman stated, that the profit last month was £500, and that he contemplated a dividend within the next few months. A slight discussion ensued, as regarded the smelting works—the communications made by Mr. Stainsby and the Chairman being of a highly satisfactory nature; it being evident that handsome profits were not only realised from the smelting of the ores raised by the company, but that, assuming the mine was not productive, yet the smelting works themselves, from the advantages of locality, would be highly remunerative.

It being moved, that the report and accounts be received and adopted, such resolution was carried unanimously—as also a vote of thanks to the chairman and board of directors—as also to Capt. Sprague, which will be found in our advertising columns.

LANIVET CONSOLS MINING COMPANY.

A meeting of shareholders was held at the office of the company, George-yard, Lombard-street, on Tuesday, the 20th instant.

JOHN EDWARDS, Esq., in the chair.

The Chairman concisely stated the object of the meeting, and referred to the general prospects of the mines, basing his remarks on the reports of Capt. W. Lean and the agent of the mines (Capt. H. Williams), as well as to the calls which remained unpaid.

The Secretary (Mr. Henry Thomas) read the minutes of the meeting of the 17th of June last, which were confirmed; and then presented a general statement of the accounts, including costs, to the end of August, showing a balance of £762 2s. against the company, supposing the full amount of arrears to have been paid.—The following resolutions were then proposed, and unanimously passed:—That the accounts, having been examined, be adopted.—That a further period of 21 days be given to those shareholders who have not yet paid their calls.—That the secretary be instructed to apply to those parties who have not paid their calls; and to inform them, that an adjourned meeting will be held on Thursday, the 12th of November, for the purpose of then considering what steps it may be necessary to adopt to enforce payment from the parties who may at that time be still in arrear.—That this meeting stands adjourned to Thursday, the 12th of November; a general conversation followed, during which the secretary was complimented on the clear and satisfactory manner in which the accounts were kept, and his uniform assiduity to his official duties.

DIRECTOR'S REPORT.

The frequency of the periods at which it has been decided to hold the general meetings of shareholders, combined with the copious intelligence from the mine, which will be submitted, and the statement of accounts for the past four months, will preclude the necessity of the directors entering into a very lengthy report, inasmuch as the state in which the affairs of the company are therein represented, lead to the dissemination, and consequent arrangements which may be found necessary. By the accounts, it will be seen that the excess of expenditure over returns, for the four months ending August, which have elapsed since the last meeting, is £762 2s.—of which amount 2002 has been expended in the crusher and buildings attached, and dressing-floors mentioned in the last report, and a portion of the remaining difference has been expended in opening on the north lode. As, however, the produce from the south of Trevelian lode is not at present contributing anything towards the expenditure on these new workings, and the completed expense of proceeding with them was not less than 100% per month, the directors did not feel justified in proceeding therewith further, without the sanction of the shareholders, and a sufficient provision for its effectual working. With the object of enabling the fullest opinion to be come to, with respect to the operations of the mine in every particular, the directors have caused an inspection of the mine to be made by Capt. William Lean, of Holmshurst, who has given a lucid and unbiased report. The reports from the mine subsequent to the date of this, explain any changes that have taken place, which indicate an improvement in the 40 ft. level east, and a continuance of tolerably productive ground in the 80 ft. level east, and prospects of improvement also in the 50 ft. level. The points in which it is of most importance to realise a satisfactory progress. With respect to the calls, the directors regret that much yet remains unpaid, and it must be for the consideration of the shareholders what steps are to be taken with reference thereto.

CAPTAIN'S REPORT.

Oct. 17.—Our operations these last three months have been more limited than formerly; they are now confined to the driving of the 80 ft. level, east and west of Elizabeth's shaft, and the 40 and 30 ft. levels, east of the same, besides sinking winzes to cut out tribute ground, and also for ventilation. The latter level (sinking) to ventilate two pitches in the back of the 40, where we have, and expect again to raise, many tons of ore; but are now idle for want of air. The 40 ft. level east, for the last 10 fms. driving, has been driven through a very promising lode, producing some ore—this end is about 20 fms. from the cross-course discovered at Trevel, to the east of which was very good ore ground for many fms.; it will take about four months to accomplish this by four men. The 80 and 70 ft. levels east have suspended for some time, and are at present poor. The 70 and west is also suspended—as we consider, with winzes from this level, we shall be able to communicate with Baker's shaft, which will be dry before the 80 ft. level arrives under it; it is sunk 4 fms. below the 60—the lode in it is large, and producing some good yellow ore; there are also several fms. of ore ground gone down in the 60, from which may be expected favourable results. The 80 ft. east of Elizabeth's shaft, has been driven 15 fms. through a large ore lode, producing ground throughout that will set at a moderate tribute, the leader part of the lode at present is 2 ft. wide, composed of black and yellow ore—this has been, and is still continues, a good ore level. In the winze, sinking from the bottom of the 70, on this level east, the leader part of the lode is 2 ft. wide, a good ore lode. The 40 west has been driven about 8 fms. west of Elizabeth's—this end has heretofore been unproductive, but is improved lately; leader part of the lode about 2 ft., composed of black, spar, and some ore; as this end is getting under the ore ground gone down in the bottom of the 70, we expect a speedy improvement here. We shall push on this end, and the eastern ends, as fast as possible, from which favourable results may be calculated on.—HENRY WILLIAMS.

[Capt. Lean's report, fully approving of the operations of the mine, and recording his full conviction of its successful result, being but a confirmation in detail of the above, we have omitted, only in consequence of its length.]

WHEEL FRANCO MINING COMPANY.

At a general meeting of adventurers, held at the mine, on the 14th inst.—W. BURNELL, Esq., in the chair—the reports of the managing committee and Capt. Edwards having been read and adopted, it was resolved, that the shares, on which the 21st and 23d calls shall not be paid, with interest thereon, within 14 days, shall be forfeited.—That the pursuer require all shareholders to pay the 23d call within the same period as the 21st and 23d; and that a special general meeting be called within five weeks from this time, for the forfeiting all shares on which the calls shall not have been paid.—That an order book be kept on the mine, in which a duplicate account of all materials ordered shall be entered, and all bills be sent to the counting-house to be examined and signed by the captain, and after approval by the committee, certified by the signature of the chairman, the same shall be returned to the mine, posted in the ledger and paid with the current costs.—That the captains be directed to select such materials as are not required for the purposes of the mine, and that Mr. George Trickett, jun., hold a public auction of their sale.—That the arrangement made

by Capt. Edwards with Mr. Brunton, for the use of four of his patent belts for dressing the waste ore, be approved.

From the statement of accounts, to the end of August, submitted to the meeting, it appears that the arrears unpaid on 21st call was 282; ditto 23d, 792; ditto 26d, 4162; ditto debts, various parties, 782 9s. 8d.; Wheel Franco adventurers, 2d. 6s. 6d.; parser, cash in hand, 662 15s. 1d.; ore, sampled, and in course of dressing, estimated at 6000; estimated value of old materials to be sold, 1000.—13612 5s. 8d.—Balance due to banker, 2987 7s. 11d.; working cost for Sept., but not charged, exclusive of 1200, paid for subsist and included in the above sum, 2800; bills owing, but not discharged, per list, 7377 3s. 8d.—13352 11s. 2d.; leaving balance in favour of the company, 255 14s. 1d.—The auditors also drew the attention of the adventurers to the large list of the arrears of calls—a subject which had long been felt to be most prejudicial to the concern, and to be an evil calling for some very stringent resolutions to remove it.

An application having been made by the miners, to be allowed to select their own medical attendants, it was resolved.—That this meeting has full confidence in the skill and abilities of Messrs. Pearson and Northey, the present medical attendants of the mine; and that they know of no instance in which they have been wanting in attention to their patients, but that the fund being contributed by the men, it is an obvious act of justice to permit them to select their own medical attendants, and that at the next survey day they be at liberty to do so.—Mr. Square was elected a member of the committee in the room of Mr. Rendle, resigned; and these resolutions, and the reports of the committee and Capt. Edwards, ordered to be printed and sent to the shareholders.—The thanks of the shareholders were given to the chairman and to the committee, for their attention to the affairs of the mine.

The following report from Capt. Edwards was read to the meeting:—Since the last meeting, the engine-shaft has been sunk about 3 fms., and the pit-work changed from that point to the add. It is now in good order for sinking, but the ground, at this time, is a little harder than it was further up; however, we expect this is only a floor, which will soon be cut through. The 32 ft. level, east from this shaft, has been driven 6 fms. through a good lode; the end, at present, although not without ore, is poor. The 38 ft. level, west from this shaft, has been driven south and east into the lode, but we are not satisfied that it is cut through, the part seen is producing some stones of ore, and it has a promising appearance. We have also commenced west at this level, from a small cross-course, and the lode continuing back behind the level. On the eastern side of this cross-course, the lode has been productive; and the level was driven on the north side of the lode for upwards of 30 fms. on the west side of the cross-course—we hope to meet with ore here also. We are not satisfied that the 20 ft. level, west from this shaft, was driven on the lode; we have, therefore, two men cutting through it.

Spry's Shaft.—The 32 ft. level, east from this shaft, has been driven 34 fms. south, to cut into the lode, but is not yet cut into. The 30 ft. level, between Burnell's and Spry's shafts, was driven on the north side of the lode; we are now driving west from the former shaft, on the course of it, where it is large and ore, and will work at a moderate tribute. The pitches, on the whole, are looking much the same. It is true, the ground is expanding; but we hope, by cutting into the lode and laying it open in those places where the levels have been driven by the side of it, to be enabled to keep up the present supply of ore against this mine be laid open at a deeper level. The stamps dressing-floors are altered, and this month let on tribute. Preparations are now making to alter the crop dressing-floors, by putting up jugging machines, &c. On the whole the mine is looking tolerably well; and we hope the least it will do will be to pay cost, until the next level is opened.

EAST WHEEL KITT.—A meeting of adventurers was held at Pearce's Hotel St. Agnes, on the 9th inst., when the accounts, to the end of August, were received and adopted, and the balance, 72 9s. 6d., carried to debit of next account. A call of 2s. 6d. per share was made, to liquidate the balance, and for the further prosecution of the mine.

SOUTH WHEEL FRANCIS.—Cost for July and August, 14892 16s. 8d.—By copper ores sold, Sept. 3, 2011 1s. 2d.; tin, as per account, 4252 12s. 3d. (less dues, 1622 9s. 4d.)—23742 4s. 1d.; add, for materials sold Wheel Rodney, 122 19s. 5d., makes total of 22874 3s. 6d.; showing profit of 737 6s. 10d.—Dividend declared of 6d. per share, 7444.—Balance in hand at last account, 1782 13s. 2d.; present balance, 2322.

WHEEL TREHANE.—At a meeting of shareholders of this mine, held at Liskeard, on the 18th inst., the accounts for August and Sept. were examined and passed—after which, a statement was made by Capt. Faulk, as to the present state and prospects of the mine—viz: that the principal part of the surface operations were now completed; and that, at no very distant period—probably about three weeks from that date—he should have about 30 tons of rich silver-lead ores ready for the market. Taking this view of the case, the pursuer felt himself in the pleasing position of being enabled to announce to the meeting, that no further call is at present necessary, neither does he anticipate such an event. The sale of the forthcoming ores will be sufficient to meet all demands on the mine, including October cost, and the remaining bonus to be paid to Mr. Kelley, the owner of the set; and at the same time allow a handsome sum to remain in his hands for contingencies of any kind, or to be paid over to the shareholders in the shape of a dividend. The lode itself looks well in the ends; and in the winze, sinking below the 30 ft. level, it is worth 1 ton of ore per fm. It was, moreover, thought that the interests of the mine might still further be enhanced, by having a resident captain on the mine, whose whole time and services should be confined to that alone, such not having been the case hitherto. It was unanimously resolved, that the pursuer be requested to advertise for an agent to be thus established.

WHEEL TREHANA.—At a meeting of shareholders of this new copper mine (situated in the parish of St. Ervan), held at the offices, London-street, Fenchurch-street, on Monday, the 19th instant, the report of the agents was read, and highly approved of. We are informed, that the shares are appropriated to a wealthy company, in London; and resolutions were entered into, and capital subscribed, for the efficient working of the mine, which is said to be a very promising concern. The locality of St. Ervan has hitherto been undisturbed by mining operations; but, from the rich copper ores already produced in this mine, at a very shallow depth, and its facilities for carriage to the port of Padstow, it bids fair to become eminent in the annals of mining. We expect to publish some additional particulars in an early number.

WHEEL TREHANA.—A meeting of adventurers was held at Liskeard, on the 7th inst., at which Mr. Simon Peter (the pursuer) was instructed to take the necessary steps to recover unpaid calls.—The following report from Capt. S. Bennett was read to the meeting:—I feel much pleasure in informing you, that since our last meeting, we have been very successful in sinking our shaft (now at the depth of 20 fms. below the add.), without the aid of any other machinery to keep the water that than of the winze—a circumstance which has greatly facilitated our progress, and consequently lessened the expense; but in order that the prosecution of the mine may be continued to any advantage, a list of pumps must be had immediately—which is nearly all that is requisite to complete the machinery, as the wheel, with all its necessary tackle, such as flat-rods, hanging rods, bolts, &c., are all on the mine and nearly complete, so that 3 or 4 days will be sufficient to get all that part of the machinery in order to work. The lode, in the course of sinking, has improved both in size and appearance. When we commenced sinking from the add, the lode in that part of the level was small; but we had not sunk far before it considerably enlarged (to nearly 4 ft. wide), containing some good stones of copper ore, both in the lode and in the flookan also, which sometimes is thickly impregnated with it. In the bottom of the shaft, the lode is from 3 to 4 ft. wide, containing some good stones of copper ore, intermingled with blende, mundie, peach, spar, &c. The necessary outlay for the further prosecution of the mine will be small, after the lift of pumps is purchased and fixed, as may be judged from the price of sinking the shaft, which has been at the very low sum of 52 15s. per fm. A level may be extended in that stratum on the course of the lode for about 35s. per fm., on an average. I would recommend sinking 10 fms. further at least before we drive, as it is useless to expend much money in driving shallow levels, unless there be something visible, which will pay for it.

The tin mines at Viddaford and Headland, situated on Dartmoor, are proceeding very satisfactorily, and afford engagement to numerous persons, who reside in the neighbourhood. Most of the tin is either sent to Tavistock or Truro, for sale.—*Plymouth Journal.*

ASHBURN.—The old tin mines at Whiddon, about a mile from this town, have been taken by an influential London company. Almost a century ago some miners sank a few shafts on the spot, but at no very great depth, and since that period nothing has been done. A stupendous water-wheel has been erected, and the prospects are most cheering. The lodes already cut are very good, and the deeper the shaft is proceeded with, the specimens are more brilliant.—*Ibid.*

MINE ACCIDENTS.

United Mines.—J. Brown was killed by the breaking of the kibble chain.

Trevelian and Barrow.—G. Gregor was killed while working here.

Ballenwidden Mine.—J. Hocking was killed by a premature blast.

Consolidated Mines, Gwynnapp.—A miner, named P. Wasley, was killed by falling from the 120 to 140 ft. levels, when descending to his labour.

Trevelian Mine.—As J. Jenkin was descending to his work, he fell from the man-engine, and fractured his skull—he has died since.

Arbuthnot Colliery.—R. Banks was killed while following his employ.

Death from Falling into a Coal-pit.—On Saturday evening, as two men, P. Carroll and R. Crook, were crossing a field near Platt-lane, in and near which are situated the collieries of Mr. Ashall, Carroll accidentally walked into a shaft, and was killed on the spot. The men were both colliers, and worked at an adjoining colliery. The pit, it appears, is in working, and totally unprotected at the top. Carroll was soon after got out, but his body was shockingly bruised, and a lifeless mass. He has left a wife and seven children. An inquest was held, when a verdict of "Accidental death" was returned.—*Preston Chronicle.*

Wren's Nest Works, Dudley.—L. Harper was killed by a fall of earth.

Shotton Moor Colliery.—J. Wild died while working at the cross-cut Platt.

A CURE FOR ALL KINDS OF SWELLINGS AND TUMOURS, BY HOLLOWAY'S OINTMENT AND PILL.—Mr. John Young, of Worcester, Kidderminster, had been afflicted for nine years with a tumour, or swelling on his leg, which at times prevented him from attending to his business; he had used everything that could be thought of, but only got worse, instead of better. In two months he was perfectly cured by Holloway's Pills and Ointment. Messrs. Parnell and Mark, the very respectable booksellers, Kidderminster, will vouch for the correctness of this statement. Any glandular swellings, unnatural enlargement, contracted or stiff joints, might speedily be cured by those celebrated medicines. Sold by all druggists; and at Prof. Holloway's establishment, 244, Strand, London.

NEWBRIDGE AND TAF VALL COLLIERIES.

Sir.—In looking over the *Mining Journal*, I find the prospectus of a New-bridge and Taf Vall Colliery. Now, Sir, in justice to myself, as well as to my brother coalmasters, I beg to correct some serious errors in the statements therein set forth:—1. Mr. Chiffin's colliery is more than three miles from that property; 2. Mr. Coffin's vein is no more than three feet and a half, and, in many places, even less, in thickness; 3. the price for getting is 1s. 10d. per ton, and some of the thinner veins as much as 2s. 2d. per ton. Is it possible, for any practical man, conversant with colliery operations in the eighteenth century, to state that 24d. per ton will pay all the salaries, included in "agency and incidental charges," as proposed in the prospectus?—mining engineers, purveyors, shipping agents, wharfers, (10s. per ft. per annum frontage next the water in the Marquis of Bute's Docks?) and all other incidental expenses! The managers may be extremely proficient, both in economical management, and the necessary duties appertaining to their proposed undertaking; but I much doubt the possibility of working on so greatly reduced an expenditure—if so, what an acquisition would they be to some of our large concerns? But, truly, the prospectus presents a glorious prospect for the shareholders—total expenditure, 20,000l. for working the colliery; profits, 90,000l. annually! Now, Mr. Editor, I should be glad to know, where colliers are to be found to cut coal at 1s. 7d. per ton, as proposed in the prospectus; it is well known, that good colliers in South Wales are earning 5s. per day, and upwards; and, I think, if such large sums as here represented are to be made—viz: 20,000l. per annum—the colliers have a right to ask their employers for a still further advance. But, in truth, Sir, such is not the case; in consequence of high royalties, high wages to workmen, deep pits, great quantities of water to contend with, as well as inflammable gases, the profits on colliery operations are very small—almost, in many instances, none at all.—A COAL MERCHANT: Newbridge, Oct. 20.

SALE OF IRISH ORES AT SWANSEA.

Sir.—In the account of sales of copper ore from Ireland, in your *Journal* of the 17th inst., you have omitted the parcel annexed, which was sold on the 16th Sept. I forward the particulars, that your statistics may be correct:—Sold, on the 16th September, at Swansea, from Holyford Mines, 30 tons 15 cwt. 5 lb. amount 6312 5s. 2d.—E. H.: Great Winchester-street, Oct. 21st.

[ADVERTISEMENT.]

SHARE JOBBING IN TAVISTOCK.

Sir.—Had "Fair Play's" first letter been dated from "London," neither I, nor any Exmoor Eliza shareholder, would have been implicated, as "X. X. X." knows, whom I refer to my last for a general reply, and for "the opinion of the Mining King," whose name "X. X. X." uses without authority. Anonymous writing, so bitterly deprecated, yet adopted, by "X. X. X." I shall not further notice.—R. SHERMAN: Tavistock, Oct. 20.

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.	
Bank Stock, 7 per Cent., 906	Belgian Bonds, 4 per Cent., 97 1/2
3 per Cent. Reduced Ann., 93 1/2	Brazil, 24 per Cent., 54
3 per Cent. Consols Ann., 95 1/2	Dutch, 5 per Cent., 86 1/2
3 per Cent. Ann., 94 1/2	Chilian, 6 per Cent., 54 1/2
3 per Cent. Ann., 93 1/2	Mexican, 5 per Cent., 25 1/2
Long Annuities, 91 1/2	Spanish, 5 per Cent., 26 1/2
India Stock, 104 per Cent., 250	Ditto Deferred, 17 1/2
3 per Cent. Consols for Acre, 95 1/2	Portuguese, 4 per Cent., 41 1/2
Eschequer Bills, 1000l., 16 1/2 pm.	Russian, 5 per Cent., 41 1/2

MINES.—The mining share market has assumed a much more pleasing appearance during the past week. There has been an activity which we have not witnessed before for some weeks—nay, months. There have been buyers of several shares at last week's quotations, and there is now a tendency to advance. We trust that this market will improve, for the present period certainly affords a most favourable opportunity of investing in dividend-paying mines—the quotations being, in many instances, not more than five, six, and seven years' purchase, and the general prospects of the same mines are as good now as when they were freely purchased at 10 and 12 years'. The reports from the mining districts have presented, generally, improvements in the several mines—whilst some new adventures are holding out great encouragement. Business in the following have been transacted during the past week—viz: West Wheel Jewel, West Trevelian, Trevelian and Barrow, South Francis, Trevelian, Grambler and St. Aubyn, Trevelian, Ting Tang, Condurrow, Trevelian, Callington, Holmshurst, Trevelian, Concord, Lamheroe Wheel-Maria, Wheel-Water, Tamar, Rough Tor, Franco, Birch Tor, &c.—whilst, in the foreign share market, there has been a great desire to possess Bolivian and United Mexican, in which many transactions have been effected; Alton and Copiapo, have also been done.

RAILWAYS.—Money has been very abundant, and brokers are able to furnish as much as is required, at the Bank rates on short first-class bills. This is a facility to many who have embarked largely in railway speculation, and shows the improving state of the market. A greater activity has prevailed in the share-market, and also at Birmingham, Leeds, and Bristol, so that the jobbers of Capel-court have been on the *qui vive*. Several large purchases have been made, as there is now a more general confidence to invest money in railway undertakings; and old established lines have been in good request at an improvement on last week, and many of the principal lines are also in favour, as well as East Indian lines—there now being a prospect that this great desideratum for our Indian empire will be carried out. An arrangement has taken place between the Shropshire Union and the North Western, on very advantageous terms—the former is to be leased to the latter, and the shareholders are to be guaranteed a dividend equal to one-half of that paid by the North Western; but, in the event of the profits of the Shropshire Union being greater than the half of the North Western, the shareholders are to receive such larger rate of profit, up to 6 per cent. Another important condition is, the shareholders are to participate in the same proportion as those of North Western in the shares of all newly-created stock for the future; and while the works are in progress, they are to receive at the rate of 4 per cent. for their calls; the board to consist of one-half of the directors of each company.

MEETINGS.—Great Eastern and Western: a meeting of scripholders was held at the London Tavern, on Monday, in pursuance of a notice, that a letter had been addressed to Mr. Ward, M.P., the chairman of the company, requesting to be allowed to examine the books and accounts, as the answer received was unsatisfactory. A series of resolutions were submitted and carried, pledging the meeting not to submit to a deduction of 11. 15s. per share, unless it should be shown the money had been properly expended, especially as 10s. per share was only promised; a committee was appointed to have the case brought before the House of Commons, if necessary.—The City and West End and Terrace: a meeting of shareholders was held at the office, Poultry, on Monday, under Lord Dalhousie's Act; scrutineers having been mutually appointed, the chairman put the question for dissolution without bankruptcy, which was unanimously carried; there was no announcement of the sum proposed to be returned to the scripholders.—Cork and Fermoy Direct: a meeting was also held at the London Tavern, on Monday, for the purpose of determining whether the company should be dissolved under the provisions of Lord Dalhousie's Act; but there not being a sufficient number present, the meeting was adjourned till Monday.—Exeter, Yeovil, and Dorchester: a meeting of the shareholders was held at the London Tavern, on Wednesday, for the purpose of having submitted to them a report of the past proceedings of the directors, and of the financial affairs of the company; also, to determine on the propriety, or otherwise, of continuing the application to Parliament for an Act of Incorporation, for the construction of a line from Exeter to Yeovil, with branches, and other matters; the report was put and carried, as well as the motion for having the 50l. shares divided into 25l., so as to afford the proprietors a greater facility of disposing of their shares, if they thought proper.—Trinidad Great Eastern and South Western Railway: a meeting was held at the King's Head Tavern, Poultry, on Thursday; the report and resolutions were unanimously adopted.

It is said that the damage by the floods to the North British is estimated at upwards of 50,000l.; the repairs are being rapidly made, and the line is expected to be opened in four or five weeks.—Mr. Cubitt has nearly completed the surveys of the Kent Railway.—An amalgamation is talked of between the North Kent and Kent Atmospheric Companies.—The North Woolwich branch, from the Eastern Counties, is expected to be opened early in spring.—The cutting of the first sod of the West Riding Union Railway, was performed, with due ceremony, on Wednesday last, in the vicinity of Halifax.

SUSPENSION OF PAYMENT.—Great surprise was experienced in the City yesterday, by the announcement that the old and eminent house of Messrs. Jeremiah Harman and Co. had suspended payment. The immediate cause of the failure is said to be a large demand upon them from the Russian Government, who are credited to the extent of 450,000l. The bankers of the house, Messrs. Masterman, & Co., for 10,000l., but the entire liabilities have not transpired.

DUBLIN AND KINGSTOWN RAILWAY.—A somewhat unusual proof of interest in the undertaking over which he presides, is shown by the worthy chairman of this company—George Pim, Esq.—himself appearing as by far the largest shareholder, and a good interest also being held by 17 members of his family. Such warm support as this deserves success.

LOANS TO RAILWAY COMPANIES.—A letter has been received by Mr. J. O'Brien, the M.P. for the city of Limerick, from the Lords of the Treasury, acquainting him that, after a full consideration of the subject, it has been determined not to adopt loans to railway companies as a means of relieving the suffering, arising from the failure of the potato crop.

We have just learned that the arrangement of the London and North-Western with the Scottish Central is now completed. The latter are to be guaranteed 6 per cent. on their present outlay, or 7 per cent. if they complete the line. It will now only be necessary for the former to complete a similar arrangement with the Caledonian; and they will have an unbroken communication, under one management, from London nearly to Aberdeen.—*Railway Chronicle.*

PRICES OF MINING SHARES.

BRITISH MINES.				BRITISH MINES—continued.			
Shares.	Company.	Paid.	A. Price.	Shares.	Company.	Paid.	A. Price.
1924	Alfred Consols	44	45	124	South W. Francis	67	160
185	Andrew and Sangster	24	20	125	South W. Hope	22	24
124	Barrowland	24	20	1000	South Western	11	24
4900	Bodford	24	20	256	South Wheel House	11	24
128	Canada Lead Mine	14	15	10000	Southern & Western Irish	1	2
320	Birch Tor Tin Mine	14	15	256	St. Austell Consols	7	15
8000	Blagavorn	50	40	94	St. Ives Consols	—	000
256	Bodminick	8	8	1000	Stray Farm	43	50
100	Botallack	175	200	9000	Tamar Consols	3	75
120	Brewer	10	10	1024	Tary Consols	14	50
8000	British Iron, New, Reg.	10	10	2500	Treacra	7	10
	Ditto ditto, Reg.	10	10	256	Ting Tang	92	15
128	Blacklock	24	20	1000	Tinewy Consols	5	10
100	Evlyn Consols	19	23	256	Trethane	14	18
1000	Callington	19	23	1024	Trelawny Consols	14	10
256	Canada Consols	43	20	5000	Trough Consols	10	30
256	Canada Copper Mine	84	10	256	Trenor Consols	—	110
256	Canada Mines	10	14	56	Tresavan	40	250
256	Canada United	24	12	120	Trethellan	5	20
256	Canada W. H. Hoger	12	7	120	Trevasky and Barrier	61	120
1000	Carn Brea	15	100	256	Trewallack	—	15
256	Charlestown	200	10	256	Trewellard	12	25
1000	Chilmark	14	10	4000	Trinity Consols	309	200
1900	Condamor	90	44	100	United Mines	309	200
1000	Condown	8	8	256	Wellington Mines	15	50
128	Confort	—	40	128	West Bassett	45	10
5000	Con. Trefoll Mining Ass.	34	—	256	West Canada	20	220
128	Confordur	36	50	128	West Carrlogh	—	12
2500	Copar's Kitchen	1	4	512	West Fowey Consols	40	35
1000	Copar Lutton	1	10	—	West Kewick Consols	—	32
1024	Coseach	41	20	256	Wheal Kevechick	4	10
320	Crabrook Moor	14	25	256	Wheal Pevkechick	—	10
128	Crossing Bros	12	200	100	Wheal Pevkechick	5	30
5000	Cuba Mines	12	28	120	West Trethellan	5	30
7100	Dewent	84	5	256	West United Hills	25	24
1024	Devon & Courtney Cons.	4	44	256	West Wh. Friendship	71	5
2000	Dhurode	2	60	8445	West Wheel Jewel	11	20
180	Doicouth	—	40	2560	West Wh. Maria	—	20
10000	Durham County Coal	43	20	2560	West Wh. Mitchell	—	20
256	East Avenney	3	10	256	West Wh. Shepherd	—	20
112	East Canada	40	60	256	West Wheel Tolgus	21	10
128	East Pool	5	120	256	West Wheel Treasury	14	—
256	East Reilston	5	10	256	Wickham	5	30
9000	East Wheel	14	10	6000	Wickham	5	30
—	East Wheel Albert	1	3	1000	Wheel Agar	—	10
94	East Wheel Clottoy	—	300	256	Wheel Albert	10	8
256	East Wheel Foreman	14	30	128	Wheel Achund	12	20
256	East Wheel Kitty	24	40	936	Wheel Allen	—	24
128	East Wheel Rose	20	1100	368	Wheel Anderson	10	114
128	East Wheel Sefon	24	12	128	Wheel Ann	—	50
512	Fowey Consols	—	40	128	Wheel Arrose	2	20
30000	Galvanised Iron Co.	10	40	256	Wheel Blencowe	—	10
—	Gen. Mining Co. for Ire.	—	—	256	Wheel Byron Consols	—	10
1000	Geodolphin	1	10	256	Wheel Byron Consols	—	10
256	Gonemine	10	95	1024	Wheel Concord	63	5
128	Gow	23	200	512	Wheel Elizabeth	24	3
244	Graumbler & St. Aubyn	—	21	256	Wheel Fortescue	41	8
100	Great Consols	—	1000	556	Wheel Frederick	3	3
256	Great Calkestock Moors	114	12	384	Wheel Fruite	35	20
2560	Great Athelst Consols	—	51	512	Wheel Fortune Consols	1	4
256	Great Kestoga Moor	14	6	256	Wheel Gill	191	21
512	Gr. W. J. Roughton Tort. Cons.	1	20	128	Wheel Harrier	45	48
100	Grogwilling	14	3	2048	Wheel Howell	—	14
1000	Harrowbarrow	14	3	256	Wheel Lough (Zennor)	23	25
1000	Harrison	14	3	256	Wheel Lane	6	40
1000	Harrowbarrow Old Mine	54	4	965	Wheel Kendall	114	29
1000	Harrowbarrow Consols	2	4	256	Wheel Louisa	54	8
800	Hawknor	8	2	1024	Wheel Maria	—	420
6000	Helguston Down Cons.	1	2	4000	Wheel Martha Consols	50	122
256	Herodsfoot	14	100	256	Wheel Mary Ann	5	80
10000	Hibernian	124	1	1024	Wheel Mary (Calstock)	40	14
—	Mobb's Hill	4	5	256	Wheel Mary Consols	30	25
1000	Holmbush	18	24	256	Wheel Mary Lanivet	24	8
256	Hy Tor	14	24	256	Wheel Mary Penryn	—	8
827	Kirkcubbin Colliery	—	24	256	Wheel Mary Penryn	—	8
2548	Lanhervee W. L. Maria	8	4	178	Wheel Maria	16	100
248	Lanivet Consols	2	24	256	Wheel Morris	—	100
200	Lankholes	14	3	128	Wheel Pollard	124	12
160	Levant	—	90	128	Wheel Prospect	—	9
100	Lewis	15	3	128	Wheel Providence	34	40
1280	Liannymellin	6	10	128	Wheel Reeth	—	60
128	Ludcott	8	8	128	Wheel Rose	40	25
4000	Marke Valley	10	20	256	Wheel Ralsbury	13	10
6082	Mendip Hills	14	14	512	Wheel Sarah	34	60
256	Mining Co. for Ire.	—	14	1024	Wheel Spring	180	838
200	Nantow Consols	144	10	102	Wheel Spence	14	20
128	New East Crowndale	2	2	256	Wheel Sisters	253	20
1000	North Fowey Consols	15	20	128	Wheel St. Cleer	214	19
100	North Pool	11	51	250	Wheel Trelawny	74	110
70	North Roskear	104	400	256	Wheel Treveline	—	8
256	North Treburget	24	4	256	Wheel Treveline	—	8
100	North United	41	20	256	Wheel Trevennan	—	10
256	North W. Lestrie	14	4	128	Wheel Venland	124	19
256	North W. Providence	24	10	256	Wheel Victoria	—	50
256	North W. Treveline	24	10	256	Wheel Victoria	—	50
10000	Northern Cast Co.	25	2	1024	Wheel Walferd	—	24
600	Old Daleholo Slate Co.	25	45	256	Wheel William	—	20
128	P. Consols	—	900	—	—	—	—
256	Pembroke	1	24	—	—	—	—

6000 Pennant	1 ..	14
100 Perchiv	30	65

128	Pen-y-Cefn Mine	50	185	11	3374	Ditto Subscription	25	185	4
1280	Perran St. George Un.	13	20	2000	Bolanos	150	185	6	
128	Perran Wh. Virgin	93	40	1200	Ditto Scrip	15	185	5	
512	Plymouth Wh. Yeoland	14	13	10000	Brazilian Imperial	20	185	4	
2048	Prince Edward	15	13	1200	Cobre Comer Co	10	185	4	

356 Hedrauta Consols	3	9	8500 Colombian Co. regis.	55	41
10000 Rhymney Iron	50	25	5000 Dito Scrap		
256 Kose Consols	10	3	10000 Coplup Mining Co.	14	3
1000 Rosewall Hill	1	35	20000 General Mining Ass'n	20	154
2500 Silver Valley	3	9	3651 Mexican Company	59	5
306 Smolton Consols	25	3	10000 Moroccan & Co. regis.	23	5
128 South Cardron	10	300	10000 Y. del Monte, regis.	28	4
2000 South Doleahat	2		1 Dito unregistered	28	4
256 St. Frigid. W. Ann	24	16	Ditto Red Debutens		
2000 South Harvaannah	23	25	Ditto Black Dito		17
194 South Tolgu	24	5	Ditto Loan Notes	150	117
800 South Towan	10	15	7000 Royal Santiago	10	9
256 South Treahway	124	10	20000 Eacina Mines	3	38
128 South Ysland	164	39	11000 St. John del Rey	18	34
128 South Whal Bassett		120	43174 United Mexican	28	4

* * We should feel greatly obliged by agents, or others interested, furnishing us with such corrections for our Share List as we may not be able to detect. We are not responsible for omissions or inaccuracies, but if prices can be obtained to procure which, we solicit the aid of correspondents in general.

LATEST CURRENT PRICES OF METALS.

LONDON, OCTOBER 23, 1855.

	£	s.	d.		£	s.	d.
Iron—Bar & Wales	8	15	0	0	Copper—Ordin. sheet, lb.	0	0
Do—do—London	0	10	0	0	do—bottoms	0	0
Nail rods	0	10	15	0	Tin—Com. block, cut	0	4
Hoop (Sta.)	11	5	11	0	do—bars	0	4
Sheet	0	13	0	0	Refined	0	4
Bars	11	0	17	0	do—sheet	0	4
Welded bars	5	5	10	0	do—banca	0	4
foundry pig	5	5	10	0	Tin—Plates—Ch. & I. box	1	9
Scotch pig, Clyde	5	10	3	0	do—IX	1	15
Rails, average	0	10	0	0	Coke, IX	5	6
Russian, CND	0	0	0	0	do—IX	1	11
do—PST	0	0	0	0	Lead—Sheet & cast	0	19
do—Gouffier	0	6	0	0	Pig, refined	0	19
do—Archebold	0	13	10	0	do—common	0	18
Swedish & on spec	0	10	0	0	Spanish Ind.	0	18
Steel, pig	0	16	0	0	American	0	0

COPPER—Tile	0	0—87	10	0
Tough cake	0	0—88	10	0

Best selected 0 0-9 10-0 * REWIND METAL on 0 0-
 a Discount 22 per cent. b Net cash. c Discount 21 per cent. d Ditto.
 In kegs 3 and 4-inch. e Discount 3 per cent. f Ditto 24 per cent. g Net cash.
 In bond. h Discount 3 per cent. i Ditto 24 per cent. j Net cash.
 m Discount 10 per cent. n Discount 14 per cent. * For home use it is 32¢ per ton.

[From our Correspondent.]

IRON. A fair business is doing at present. Each pig has way a little during the week, but have recovered, and holders ask rather better prices.

COPPER, TIN-PLATES, and LEAD. Are steady.

It continues in request, but there is no stock of English, the price is therefore nominal; 98s. has been paid for bars in second hands.—In foreign nothing new.

IN SUGAR no sales of consequence are reported this week.

GLASGOW' PIG-IRON TRADE.

TO THE EDITOR OF THE EVENING JOURNAL.

Sir,—The market, since our last, has maintained its firmness. A large business has been done at prices slightly varying from the usual range. To-day the market is firmer, and the prices may be quoted 7½ for mixed No. 8, and 72s. 6d. for No. 1.

Yours faithfully,
DOUGLAS & HILL, Metal Brokers.

The business of quarter-day is now fairly brought to a close, and the prices at which iron is to be purchased for the ensuing quarter pretty well understood. We will, therefore, this week, endeavor to record them, as near as we are able, for the use of our own immediate clients. That a greater amount of business has been transacted upon the like terms than we have seen for some time past, is a fact which is not to be denied. On Saturday evening, nor do we think this a circumstance at all indicating any unsatisfactory state of the market, accompanied as it was by the easy and satisfactory arrangement

Great Western and Uxbridge Railway—offices, at half-past Eleven.

Sampled Oct. 7, and Sold at Andrew's Hotel, Redruth, Oct. 22, 1846.

TOTAL PRODUCE

West Wm. Jewell	197	847	19	0
Holmbush	97	591	14	0

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal	253	£1374 16 0

YNA Total tons 414,115.40 3035 418,173 16 0

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth.—Mines and Par-
—North Roakeur 822—Consolidated Mines 653—Thurcroft 441—Wheal Seton 350—
—Trev Consoils 237—South Roakeur 185—South Wheal Bassett 185—South Wheal Francis

SWANSEA, for Sale, Oct. 28.—Knockmahon 112, ditto 100, ditto 79, ditto 60, ditto 58,

ditto 57, ditto 86, ditto 87, ditto 89—Kapurua 86, ditto 78, ditto 77, ditto 77—Berahaven
ditto 80—Cobre 53, ditto 41, ditto 17—Kenmare 44—Holyford 17, ditto 9.—Total, 1363.

THE PROJECTED RAILWAYS.

PATENT METALLIC SAND OR ENGLISH POZZOLANO.

The PROPRIETORS of the METALLIC SAND, after many years' experience of its merits, confidently RECOMMEND it to the attention of Engineers, Architects, Builders, and the public generally, as an invaluable article for HYDRAULIC and OTHER WORKS requiring great strength and durability.

In analysis, the metallic sand is very similar to the Italian Pozzolano—the value of which, in all subsequent works, is well known to engineers and architects; but from its granular form, and the sharpness of its angles, and the increased quantity of iron it contains, the metallic sand has been found more durable, and much cheaper than any other similar material at present in use.

From its chemical qualities it forms, in admixture with lime and common sand, a cement, mortar, or concrete, of flinty hardness, and almost entire impenetrability; and from its adhesive and impervious qualities, it completely and for ever excludes water. The more it is exposed to the atmosphere, and to wet and damp, the harder and more durable it becomes. In the formation of mortar and concrete, it has been extensively used in the great tunnel on the London and Birmingham Railway, in the foundations of the New Houses of Parliament, sea walls on the North Devon Railway, Clifton Reservoirs, and other works of importance.

As an external stucco, the metallic sand cement is unaffected by frost or wet; in appearance it resembles the best Portland stone; requires, therefore, neither colour nor paint, and is entirely free from vegetative cracks and blisters, to which Roman cement is liable.

Further information will be given, and specimens shown, on application to Mr. C. K. D. or, 4, New Broad-street; and at the Metallic Cement Wharf, King's Road (opposite Frat-street), Camden New Town, London.

ANALYSIS OF THE PATENT METALLIC SAND.

Silica	49	Lime	6
Oxide of iron	32	Magnesia	2
Alumina	6	Zinc	3
Arsenic and carbonate of copper			

STEAM TO INDIA VIA EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.

PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.
The Peninsular and Oriental Steam Navigation Company BOOK PASSENGERS for CEYLON, MADRAS, AND CALCUTTA direct, by steamers leaving Southampton on the 20th, or for Alexandria, en route to Bombay, on the 1st of every month.

A steamer from Southampton leaves the 1st and 20th of every month for Malta, whence it steams to Naples, Genoa, Civetta Vecchia, three times a month.

STEAM TO CORUNNA, OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.
A steamer leaves Southampton on the 7th, 17th, and 27th of every month.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51, St. Mary Axe, London, where only passages can be secured throughout.

NOTICES TO CORRESPONDENTS.

The MINING JOURNAL is published at about Eleven o'clock on Saturday morning, at the office, 26, Fleet-street, and can be obtained before Twelve of all the news agents, at the Royal Exchange and neighbourhood.

LANGLEY BORING.—We have had the particulars forwarded us of a coal property, on the Langley Estate, near Brancepeth; the boring has been carried to a depth of 32 fms., and, we think, holds out favourable prospects of becoming a valuable property. The best course, however, for the owners to adopt, would be, either to advertise the whole for sale, or get some influential parties to join them in working it. We have returned the papers to Mr. Middlemas, Sunderland, to whom those of our readers who are desirous of further particulars can apply.

A Shareholder should address the secretary, at the offices, Finsbury-square, who will forward him the information he requires.

DR. STATION'S NEW MOTIVE POWER.—In addition to the notice of Dr. Sleight's invention, in the Journal of 8th Nov., 1845, No. 533, some further remarks appeared in No. 541: we are unable, at present, to give a further answer to our correspondent, but should be glad to receive his views thereon.

In our notice, in last Journal, of the new edition of Beckmann's History of Inventions, Discoveries, and Origins, we unintentionally omitted to state, that it had been carefully revised by, and produced under the superintendence of, Wm. Francis, Ph. D., F.L.S., and J. W. Griffith, M.D., F.L.S.

Our next Journal will be on the usual ENLARGED SHEET, and will contain, besides several articles and miscellaneous intelligence, now necessarily omitted—Continuation of the series of papers on the METALLURGICAL TREATMENT OF ORES—the Letters from Mr. Burnard, Mr. Weston, "A Smelter," Mr. Muesel, on Central Heat, Mr. P. R. on the Lead Trade, "L" (Battersea), "A Miner" (Cornhill)—Description of Naim's New Mode of Propulsion on Railways—Universal Atmospheric System—Ventilation of Mines—the Glossary of Mining Terms—and other matters.

THE MINING JOURNAL

And Atmospheric Railway Gazette.

LONDON, OCTOBER 24, 1846

In our last week's Number, we reported the proceedings of a meeting of CAMERON'S Coalbrook Steam Coal, and Loughor and Swansea Railway Company; but as such had more immediate reference to the construction of the railway, whereby the produce of the collieries would be transported to the shipping port of Swansea, we avail ourselves of the present opportunity of directing attention to the properties of the coal. Several hundred tons have been lately brought to London, and, as would appear, is now getting into general use, from the extreme heat which it emits, and, furthermore, being smokeless—thus not only removing a nuisance which has often been brought under the notice of the Legislature, but also tending to economy, both as regards time in getting up steam, and cost from the reduced quantity of the article required. It is, we believe, only within the past few days that the company have directed their attention to the London market, the demand at Swansea for steam purposes being fully equal to the supply; but the directors having extended their workings underground, so as to enable them to furnish 1500 to 2000 tons weekly, they have introduced the coal in the civic regions; and so far as it has been hitherto tested, both by her Majesty's Government officers at the dockyard, at Woolwich, and several houses in London, no doubt can be entertained but that it will be generally adopted, as avoiding smoke, and from its strength and purity—being full 25 per cent. in advance of other coal. We hope next week to be in a position to submit the result of various tests of the several descriptions of coal, as made by authority, with the view of determining the superiority of the one or other, which, at the present moment, possesses more than ordinary interest, when we may have occasion to offer some further remarks on the subject.

The storm continues to come down without abatement on the head of the devoted South Eastern Company. The Times thunders; "Caro" flashes from east to west—the lightning of his hoarded indignation, and the assembling towns of Kent pour down the pains of their anathemas. We are in some danger of being carried away by the prevailing excitement, and shall endeavour for a moment to look the more calmly on a point or two, emerging from the general fermentation. In the first place, in Kent, it is a combination of all parties—the population of the coast, and the inhabitants of the wold—men of Kent and Kentishmen—against an extortionate and an indirect railway: they say, give us a line involving less loss of time to all who use it; or work this line, dilatory and circuitous as it is, at the passenger and traffic tolls originally covenanted for—and so, certainly, it ought to be worked; but to keep it in play, it is said, at the former prices, is to open to the company a vista, at whose end they clearly see insolvency written up. Very well, that's their affair, and not that of the public—not that it is likely any such result would be realised, for throughout England the lowest railway charges are greatly above the remunerating point.

The argument of the company is this, that they shall build a bad line, and the public of Kent shall pay for it, not proportionately to its defects, but as though it had been absolutely good. This is the argument, no doubt, with which the Cornwall Company also will meet the remonstrances of its customers. Our line, say they, was bad—you knew it to be bad—you knew that, by its heavy works throughout, and its terminus at Plymouth, it must, if you wished to get to Exeter, be eastward beyond it, be both dilatory and expensive—but it is the Parliamentary trunk line of the country; and though we carry you where you do not want to go, and charge you what you ought not to pay, still complaint and resistance are both useless, as our movements are all under the sanction and shelter of the statute. This is the language which, by adopting their line, the county will have empowered the company to hold. A point at which the people of Cornwall have the advantage of the public of Kent is, that the latter were consenting parties to the carrying out of the South Eastern line. They knew they were entering into railway wedlock with that seductive company; but no one forbade the banns—no one repudiated the espousals. Notwithstanding, the people seek now to withdraw from the contract, the terms not being truly

kept. The people of Cornwall have a stronger equity than this, as against their company and their line. They did at first, throughout every township and wapentake of the county, protest against it, and, in County Hall assembled, under the presidency of the Lord-Lieutenant and the High-Sheriff, declare the indispensable necessity of the Central line, and their strong conviction of the impolicy and injury of a Coast line. The county has further strength for so much of the contest, as yet remains to be run through, in this—that they struggle against an inchoate line only. Their brethren in Kent resist the tyranny of a line actually laid down—nay, long and profitably at work; but the good folks of Cornwall have to fight against a line which exists only on paper—they have not, like HERCULES, to pull up ancient and deeply rooted oaks, and cast them into the sea; but the easier task of weeding their soil of the noxious tares, which the enemy is sowing with so diligent a hand along their southern meadows. We do once more protest, in the name of common sense, and of the people of the county, against the imposition of a line with its eastern terminus at Plymouth. If the line were good, per se—if the works on the line itself, and the speed procurable upon it, were admissible for a railway, we should think it a line far too inferior to be chosen against its opponent; but when we take into the account the false policy of its course, in running down to Plymouth and the sea side with the heavy traffic of more than an entire county on its rails, we are more than ever astonished at the infatuation that suggests it.

FAILURES OF RAILWAY WORKS, AND QUALIFICATIONS OF ENGINEERS.

The present seems a fitting time (rather late it may be) for offering a few remarks on the above subject; they are the result of long observation, and have too often been suggested by passing events. It has been often observed, that a sudden demand for a commodity, which much exceeds the supply, is apt to induce adulteration and deterioration for a time; and it must be admitted, we fear, that engineering is not exempt from the general rule. The incalculable extent to which the development of the railway system has increased the demand for engineers, would appear to have been, hitherto, anything but favourable to the general character of the profession. Huge embankments, long tunnels, lofty viaducts, vast structures of earth, measuring, timber and iron, which were formerly required in isolated cases, are now of every day occurrence, on every one of the hundred of railways that have been authorised: every one of these structures requires not only a thorough practical knowledge of work and materials for its proper execution, but a high degree of scientific skill, to combine stability with economy in its construction, and a fertile and inventive genius, to adapt the design to the ever varying circumstances of each different locality; for every faulty design may eventually lead to the interruption of the traffic of an entire district, if not to the sacrifice of life: yet the supply of engineering ability has declined, while the necessity for it has increased; and we seek in vain among the works of the present time, for a parallel to those of Telford, Rennie, and Smeaton. This is mainly attributable to ignorance and thoughtlessness on the part of those who have the employment of engineers. In particular, little or no distinction seems to be popularly understood to exist between an engineer and a surveyor; and hence it has of late years been no uncommon thing, to find impudent pretenders of the latter class, who never were in any office but that of a land surveyor, or measurer, assuming the title of civil engineer; and this, through aid, perhaps, of a few sycophant, loving patrons, and ignorance and inattention on the part of the many obtaining the direction of works requiring scientific knowledge and constructive skill. Such quacks set themselves up in opposition to the members of a profession, requiring a specific and arduous education, superadded to the highest order of talent—they offer to the gullible directors of public works the bait of cheap engineering—they look sharp in all directions to pick up the contrivances of genius and science, conceiving that can do every thing by imitation. They find themselves growing rich, and begin to consider themselves great men; when some change of circumstances—slight it may be—sets their imitative powers at defiance; disaster follows miscalculation, and their works and reputation crumble together.

The proceedings required for carrying a scheme through Parliament are also very unfavourable for eliciting the proper qualification of an engineer, and obtaining, for such qualification, their due appreciation. Generally speaking, the swarm of engineers who have been called into professional existence by the unprecedented demand for their services during the last few sessions, may be arranged under three classes.

One class have some acquaintance with the art of getting up plans and sections, in compliance with the Standing Orders of Parliament, and of finding objections on points of form. A second class can, in addition, lay out a tolerable line, as respects earthwork, across a country. The highest, or eminent, class, have the worldly tact and lawyer-like acuteness and assurance requisite to sway a board of directors—lay a specious case before a Parliamentary committee or an official—and put a good face upon broad and confident assertions, in opposition to a rival scheme. When it falls to the lot of such engineers to plan and construct important and difficult works, they have no resource (being ignorant of the scientific principles of construction), but to copy the designs of works formerly executed; and, in nine cases out of ten, to misapply them. Stability in their works is attained only by clumsy and wasteful massiveness, economy (now more frequently sought), by slight proportions and bad materials, leading sooner or later to destruction.

Such is the system whose effects begin to be felt in different localities; and which, unless changed in time, threatens a great extent of the internal communications of Great Britain with the fate of the potato crop.

Those who are interested in this question—and they are not few—will, perhaps, allege that we have only pointed out dangers and difficulties, without showing the means by which they are to be avoided. We answer, that the way to safety for future works is readily found. Let the character and history of the engineer be traced to its very roots! First, as to original genius! for, if a man has not been born an engineer, he never can be made one; secondly, as to education—the history of which, in fact, will answer the first inquiry also.

CONTRACTS OF COAL FOR THE FRENCH GOVERNMENT.—Very great interest is felt throughout the coal mining districts of France—viz.: La Loire, St. Etienne, Rive-de-Gier, Danzin, Valenciennes, Mons, &c.—in the approaching contracts of coal for the Post-office department, which will be concluded on the 30th inst., to be delivered at the following Post-office steam-packet ports:—Calais, 1,888,000 kilogrammes; Marseilles, 8,400,000; Malta, 12,060,000; Athens, 1,600,000; Constantinople, 3,700,000; and Alexandria, 7,500,000—total, 39,600,000 kilogrammes, or 79,200,000 lbs. On the 28th inst. the Minister of Marine will conclude contracts for the delivery of 6,000,000 lbs. of rock coal, suitable for steam vessels, at the Islands of Madagascar, Bourbon, St. Mary's, and Mayotte, for the French squadron cruising off the coast of Southern Africa, for the suppression of the disgraceful slave trade, carried on to so great an extent under the American, Spanish, and Brazilian flags. No specification is made by the Government, whether the above contracts are to be of French, English, or Belgian produce, thereby leaving it open to tenders from the leading coal proprietors of France, this country, and Belgium, so as not to excite the jealous feeling which exists among the former, against foreign importations by Government of bituminous fuel; although, at the same time, they are fully aware that the mines of France are so inferior in coal suitable for steam navigation, compared with that of Newcastle, Durham, Northumberland, Staffordshire, North and South Wales, &c., and the supply very limited and at high prices, to those of England or Belgium. The Marine and the postal authorities have always given a preference to English coal, which has excited the ire of the monopolising colliery associations of the Loire, St. Etienne, &c., especially as it is expected that this session the Ministers of Finance and Commerce will present to the Chambers a proposition for a great reduction in the import duties, both of British coal and iron, as the large mine proprietors, in the mineral departments, cannot produce a sufficient quantity of either to meet the increased demand, particularly by railway companies—many of whose operations are completely at a stand still for rails, chairs, and the necessary iron material, in completing their works; which delay causes not only a great loss to the directors and shareholders, but disappointment to the commercial and every portion of the public at large. According to Royal ordinance of Oct. 10, 1835, the Government established two zones for the reception of the import duties on English coal, in the ports of the Channel and Atlantic, extending from Dunkerque in the north, to the Sables (Oleron) in the south east, the duty is 1 fr. (10d.) the 100 kilos, or 2 cwt. English; but, from the Sables to Bayonne, it is only 30 centimes (3d.). The consequence is, that a great number of captains of French vessels make large purchases of coal at England on their return as ballast; and they are thus enabled to deliver it at the ports of Rochefort, Rochelle, Charente, Bordeaux, &c., at prices nearly equal to what it is sold at the pit's mouth in this country. It is this that causes so much jealous feeling among the French coal proprietors, as the importations from Newcastle, &c., are increasing to a great extent annually, which they cannot compete with, either in price or quality.

PROGRESS OF FRENCH MINING INDUSTRY.

(FROM OUR PARIS CORRESPONDENT).

On the 30th Sept. last, a meeting of the shareholders of the Nouvelle Montagne (Zinc) Company was held at Engis. The report read was considered highly satisfactory. At Engis, in the deposit known as La Mallienne, preparations had been made for working on an extensive scale, so as to be able to supply the 80 kilns ordered to be erected. The engineers had calculated, that ore would be found 25 metres above, and 25 below, the gallery—but it has actually been traced as far as 46 metres below the gallery—that is, 21 more than had been calculated upon; and there is every reason to believe that it exists still lower. Since the formation of the company, La Mallienne has yielded 10,000,000 kilogrammes of ore washed and sorted. In the period over which the report extended, the yield was 4,000,000 kilos, washed and sorted. In the first three months of the current period, it was upwards of 4,000,000 kilos; and from the 1st to 25th Sept. last, it was 1,910,000 kilogrammes, which gave upwards of 1,200,000 kilos, sorted. From the 31st May, the company was able to make the extraction sufficient to feed the kilns. No doubt was entertained that La Mallienne may be worked for a long time to come. The deposit at the place called Le Dos is greater than that at La Mallienne. It is, however, less known. The engineer, from its great dimensions, 300 metres long by 10 to 15 metres, doubts not that it will be found to contain portions of ore equal to the finest which have existed in the most favoured spots. It has yielded already 4,515,400 kilos of raw ore, but has not been worked since the end of August—the yield of La Mallienne being at present sufficient. At the spot called Les Fanges, deposits have been discovered, and among them are said to be some fine portions of lead. Motives of economy having prevented researches for the present, the directors were unable to state any details. The company, on its formation, had been informed that it would be difficult to find a richer or finer *gite* than existed at Verviers. The works that have been made fully prove this. Galleries of the development of 80 metres, show, in the words of the report, "one of the most remarkable accumulations of lead that can be cited in the history of mines; the yield of the cube metre at that level may be valued, at least, at 50 per 100 of pure plumbago." Only 100,000 kilogrammes of raw ore had been extracted. If the deposit should continue farther than has yet been discovered, there will be such a yield that few places can be compared with it; and even in supposing a contraction lower down, there would still be 50 metres at least—and by consequence, says the report, an enormous cube of ore. The report then goes on to complain of the delay it has had to submit to in obtaining its great machine, and the pipes necessary. It congratulates the shareholders on Verviers having surpassed all the expectations formed respecting it, and at the discovery of the deposits of Dos, which had not been counted on at all, and which, nevertheless, are of a value equal to those of La Mallienne, for the working of which the company was more particularly formed. The report next states, that the Government had granted the concession of some veins of coal; that the directors had immediately begun the working of them; that during the last month they had been able to use the coal in their establishment; and that the price of the hectolitre was 40 centimes, half of the trade price. The extraction was 100 hectolitres per day, and the quantity could be doubled, or even tripled. (This one half being used, the other sold) would equal the third of the quantity actually used. The directors calculated, that the concession of this coal was equal to 12,000,000 add to their capital. The acting director of the company, from the great extension of business, had taken upon himself to build a number of houses for their workmen. Lodgings for 200 persons had been provided, and in six weeks they would be prepared for an additional 100. These lodgings would bring in 5 per cent. per annum on the outlay incurred. As to the business of the current year, the report states that, from the 1st July to 30th of September, the company had fabricated, and forwarded to France, 565 tons of zinc in ingots—and that, by engagements entered into, they had 435 tons to supply to the same destination before the 1st of January next; besides which they continued to make advantageous sales in America, Italy, England, and Belgium. The report being terminated, it was resolved, that "from the profits realised up to 31st May last, which were satisfactory for the commencement of operations, and taking into consideration the gradual development of the working, and the contracts entered into in France and elsewhere, there shall now be declared payable, at the end of February next, a dividend of 50 fr. (2l.) per share on the profits, which shall appear on the balance-sheet, settled up to 31st of December next."

A company is being got up for the establishment of furnaces at Beaumont, near Pontoise, at no great distance from Paris, and close to the Northern Railway. The capital is fixed at 40,000.

In consequence of the inability of the ironmasters to fulfil the innumerable orders they so imprudently accepted, the works on several lines of railway are now advancing with much less rapidity than had been calculated upon. In many places they would have been suspended altogether; had not the Minister of Public Works positively refused to permit such a thing, on account of the great injury it would have inflicted on the poor. On the St. Germain Railway a trial would long ago have been made of the atmospheric system, had not the ironmasters failed to deliver the tubes they had contracted to supply.

Persons engaged in the steel trade complain bitterly of the present tariff, which prevent them from obtaining the material, of which they have need, from England and Sweden. Obligated to employ an inferior quality of steel, they cannot turn out articles equal to ours; and the consequence is, that our productions are preferred to theirs in every foreign, and even in the home, market. Another effect of the existing tariff is, to prevent the steel trade from taking the development, of which it is undoubtedly capable.

A daily newspaper, a strenuous supporter of the Government, warmly insists upon the absolute necessity of immediately admitting coal duty free. It advocates, too, the immediate abolition of duty on all iron destined for shipbuilding. It thinks, also, that the ironmasters would have no reason to complain, if the duty on the importation of Belgian and English cast-iron were forthwith reduced one-half: such reduction making the average duty 2 fr. per 100 kilogrammes (about 16s. the ton) on Belgian importations, and 3 fr. 50 cents the 100 kilogrammes (about 28s. the ton) on British importations. On other descriptions of iron, your contemporary thinks that the reductions ought to be in the same proportion. If carried into effect, these modifications certainly would be an immense relief to the whole population of France, and especially to the railway interest. But they hardly go far enough; and, besides, it is difficult to guess on what pretence British iron should be more heavily taxed than Belgian.

The Protectionist party has formed an association at Paris, to resist the Free-trade movement. At Lille, also, a similar stand has been made, in favour of prohibition. The General Council of the Department du Nord (a sort of grand jury, which meets once a year to deliberate on the affairs of the Department) has voted against any alteration in the coal and iron duties. This Council's impudence is really astounding. Its department has grown wealthy on protection, and really and truly stands no more in need of it than our ironmasters and coalowners have need of protection against France. The present abominable duties are, moreover, so contrived as to afford advantages to the Department du Nord, which they do not give to the rest of the kingdom.

As a set off to these formations of these Protectionist Associations may be mentioned the formation of a Free-Trade Society at Lyons. The silk trade of Lyons has everything to gain by free-trade.

St. Dizier letters of the 15th mention that a large sale had been effected of *foute grise en sapots* at 210 fr. the 1000 kilogrammes, taken at the furnace. A lot of 500 kilogrammes was placed at 190 fr., taken at the furnace. The return of water had enabled the furnaces of the Marne to recommence operations.—Paris, Tuesday.

AMERICAN LEAD TRADE.—(From a Correspondent).—Many of your readers will feel interested in an announcement, which has just been made by the *Galena Advertiser* (Illinois), to the effect, that, within the last month, 16 lead furnaces on that side of the Mississippi, and two on the Iowa side, have ceased operations; and several of the master lead smelters talk of stopping their business, so that there will be a greatly-diminished produce of lead, which has fallen in price 80 cents per 100 lbs.—at which price the miners cannot continue to work their mines. This, so shortly after the vanishing of Brother Jonathan, of sufficiently increasing their produce, to meet the demands of the world, is rather amusing. Some such result, doubtless, may be anticipated for the *anecdotes* told of their copper regions and coal districts.

COPPER ORE FROM SOUTH AUSTRALIA.—The *Cambrian* of Saturday announces the arrival of a second cargo of copper ore from this important colony, by the *Malcolm*, which had arrived at Swansea from Port Adelaide, laden with a full cargo of rich ore, consigned to Mr. Francis. The *Cambrian* adds, "we are much pleased at this, and anticipate a greatly increasing trade in that branch, as several large vessels have been recently chartered at the colony direct for this port."

Original Correspondence.

THE "GUN COTTON" APPLIED TO MINING OPERATIONS.

SIR.—The great sensation that has been caused by the extraordinary results which have emanated from the experiments in gun cotton, and the alleged probability of its superseding gunpowder in mining operations, has led me to make a few experiments and calculations, which are as follows:—The possibility of saturating cotton with nitric and sulphuric acid, in certain proportions, and to produce a most combustible compound, is indubitable, and I have succeeded in producing the anticipated results—but the practical economy must also be considered. The price of gunpowder, over the whole of England, ranges at 40s. per barrel, of 100 lbs., or 4½d. per lb. The lowest price cotton, in the Liverpool price-currents, is Surat—the price of which is 6½d. per lb. Cost of manufacturing, I calculate, Nitric acid, at 1s. 10d. per lb. Sulphuric acid, at 2d. per lb. Cotton takes up, and holds, when saturated, after pressure, its own weight of water; therefore, 1 lb. of cotton will hold—1.0000 nitric acid. 6.158 sulphuric acid. 1.658 = 1s. 12d. 0 6d. cotton. 0 6d.—say, nearly 30 per cent. in labour, loss, and charges. 2 2 per lb. for gun cotton.

The estimated effect is said to be twice that by weight of gunpowder—say, therefore, 1s. 1d. to do the work of powder. How can, therefore, gun cotton compete with powder, at 4½d. per lb.? Again, ½ lb. of powder occupies about 8 cubic inches in bulk; and 2 oz. of cotton, considerably compressed, 27 cubic inches. In my experiments I find, at a temperature of 130°, the gun cotton explodes spontaneously—this I discovered in the process of drying it. I offer these remarks to you, as the mining interest seems greatly interested; and, I fear, they will meet with great disappointment, if they calculate upon the results so bruited about.

London Oct. 22.

TAMPER.

FAUVELLE'S NEW SYSTEM OF BORING.

SIR.—I read with considerable interest, in the *Mining Journal* of the 28th Sept. last, an account of a new method of boring by a hollow boring rod, used by M. Fauvelle, at Perpignan, in France, and a letter addressed to you from Glasgow, in your last week's publication, speaking in high terms of the invention, and its great importance to proprietors of land in this country. Permit me to say, that this is not a new idea. So far back as April, 1845, I submitted to the consideration of a gentleman, extensively engaged in collieries in this district, a mode of boring by a tubular or hollow boring apparatus, which, as far as I can judge, by the description given of that used by M. Fauvelle, is in every respect essentially similar. The value I placed upon the hollow boring rod, was more particularly estimated from affording an expeditious and economical method of putting down bore holes of any required diameter into the wastes or goafs of coal mines for the purpose of ventilation, and drawing from the workings the noxious gas, by the accumulation of which so many deplorable accidents have occurred. From the celerity and inexpensive way of boring by this rod, any number of holes may be made, so as to reach the reservoirs where this fatal gas is lodged, and by the extraction of which the mining operations would be carried on with greater safety, and access obtained to coal, than can probably, otherwise, never be come at, and turned to profit. The apparatus that I have suggested is of great power, and can be shifted with facility from place to place, as the bore holes are successively made. This bore rod is applicable for the exploration of coal and other minerals, as also for obtaining water from Artesian wells. I consider the adoption of this method of boring by no means a speculation, but worthy the enterprise of either an individual or a company, for the working of which a very considerable revenue might be realised, without any reference to the benefit conferred on proprietary of land by so easy a way of ascertaining the mineral wealth of their property, and more particularly affording greater safety to a very numerous body of workmen engaged in the dangerous occupation of mining, if by such means the gas in our pits can be thus got rid of. S. REED.

Newcastle-upon-Tyne, Oct. 21.

THE BLACKBAND IRONSTONE.

SIR.—In your Number of the 10th October there appears a notice of a paper, read by Mr. Bald, upon the subject of this ironstone. Mr. Bald has overstated Mr. Mushet's age by more than a dozen years. I feel very much indebted to Mr. Bald, for his exertions in bringing this discovery before the public, as he has recently done. Mr. Bald's conduct is a striking exception to that of his countrymen, who, having realised millions from my father's discovery, have, up to this day, denied him even the poor recompense of a vote of thanks. It has been said, that without the hot-blast my father's discovery would have been of minor importance. I deny this; for, by increasing the diameter and height of their furnaces, the Scotch ironmasters would have made as much iron with cold-blast, as they now make with hot-blast; whilst the quality of their iron would not have been, as it now is, for all purposes, except fine castings, notably deteriorated. The hot-blast is principally useful, inasmuch that it compensates in a blast furnace for the want of a proper construction. Were the Scotch ironmasters to award to their benefactor one farthing per ton, upon their annual make of pig-iron, this onerous tax would amount to upwards of 600l. a year. One blackband proprietor, Sir William Alexander, has been deriving an income of 16,000l. a year, merely from blackband lordships, paid to him out of his barren paternal acres, which formerly would have been dear at a fixed rent of as many half-farthings. ROBERT MUSHET.

Coleford, October 20.

DR. PLAYFAIR AND PROF. BUNSEN'S EXPERIMENTS.

SIR.—These experiments, alluded to in your last Number, are partly confirmed, and partly disproved, by my own experience, in the following details:—Darkhill furnace, using coke only, consumed every 20 minutes, as an average, materials, whose composition, tolerably well ascertained by separate analyses, gave, for the whole quantity consumed in that space of time, the following proportions:—Iron, 200; calcium, 74; aluminium, 31; silicon, 89; carbon, 324; oxygen, 302 = 1020 lbs. These passed in through the tuyeres in the same space of time, of oxygen, 1361; nitrogen, 4765 = 6126 lbs. From 285 lbs. of peroxide of iron were produced 200 lbs. of perfectly carbonated iron. Now 1 lb. of carbon will produce from the peroxide 3.5 lbs. of carbonated iron—therefore, in the deoxidation of the above, 285 lbs. of peroxide, and in the subsequent carbonization of the iron, 57.14 lbs. of carbon, were consumed. But the whole amount of carbon consumed amounted to 324 lbs., of which only 57.14 lbs. was required for deoxidating the ore, and carbonizing the iron—showing waste in carbon, 266.86 lbs. This gives, then, at Darkhill—of effective carbon, 17.91; and of wasted carbon, 82.09 per cent. At Alfreton the results were—of effective carbon, 18.46; and of wasted carbon, 31.54 per cent.; and this result very nearly coincides with that at Darkhill. That the whole of the oxygen is consumed at the tuyeres is, however, a most erroneous and fallacious conclusion: for, from the preceding data, it appears that 1361 lbs. of oxygen passed into the regions of the tuyeres during 20 minutes; whilst only 266.86 lbs. of superfluous carbon remained to unite with its equivalent weight of oxygen, 347.80 lbs. to form carbonic oxide—leaving 1013 lbs. of free oxygen, which must pass upwards. Now, if the whole of this carbonic oxide should pass into carbonic acid, this would reduce the quantity of free oxygen to 666 lbs.; and deducting some part of this amount for leakage at the tuyeres, and from the front of the furnace, there must still pass off at the furnace top from 500 lbs. to 600 lbs. of oxygen every 20 minutes, free and uncombined with carbon. Therefore, only a part of the oxygen is burned in the vicinity of the tuyeres.

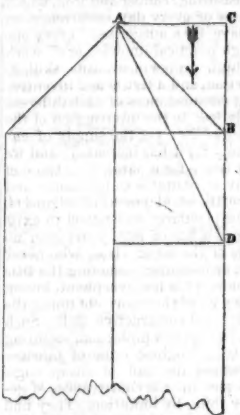
Next, only a portion of the waste carbon can unite with the oxygen—for a large portion of the nitrogen unites with carbon, to form cyanogen, or bicarburet of nitrogen; and this is made manifest by the immense quantity of purple flame thrown out from the region of the tuyeres, whenever the tuyere stoppings give way—and this consumption of carbon must leave a larger amount of free oxygen to pass off, than that which I have above stated. A portion of the carbon is likewise consumed in deoxidating the protoxide of calcium, and the sesquioxide of aluminium, especially in hot-blast furnaces; and the truth of this is made evident by pulverizing a portion of the fresh slag (which is an alloy of these metals in a partially revived state, combined with silicic acid), and throwing the powder into water, when hydrogen gas will be copiously disengaged, in consequence of the metallic bases of calcium and aluminium reabsorbing their respective complements of oxygen, at the expense of the water. There is reason to believe, however, that only the sesquioxide of aluminium suffers deoxidation, and is converted into a protoxide; and I have found that, when protoxide of calcium and sesquioxide of aluminium are pulverised, and intimately intermixed, and afterwards exposed to an intense and long-con-

tinued heat, the air being excluded, the protoxide of calcium absorbs oxygen from the sesquioxide of aluminium, and is converted into peroxide of calcium; whilst the sesquioxide of aluminium yields up a portion of its oxygen, and is converted into protoxide of aluminium. When the compound thus obtained in a vitrified mass, of a pale greenish colour, is again pulverised and mixed with water, the metallic oxides gradually react upon each other; whilst the protoxide of calcium, as it reforms, absorbs carbonic acid from the atmosphere; and in a few hours the mass acquires considerable hardness, and at length passes into a species of zeolite, of intense hardness, provided that the proportions of alumina and lime have been at first skillfully adjusted. Since the reaction of the oxides on each other is facilitated through the medium of water, the mass described sets and hardens as well under water as in the air, provided that the water contains, as is generally the case, some carbonic acid. By this process a cement may be prepared of the most beautiful colour, and possessing a degree of hardness and tenacity hitherto unattained in the manufacture of cements; silica must be added, either at first, combined with the alumina, or subsequently, when the vitrified mass is pulverised; and, to ensure a maximum degree of hardness to the cement, the silica, alumina, and lime, must be mixed in certain definite proportions.—ROBERT MUSHET. Coleford, Oct. 20.

MR. JOHN SCOTT RUSSELL'S NEW SYSTEM OF SHIPBUILDING.

SIR.—In accordance with the determination expressed by me, in my letter, which appeared in the *Mining Journal* last week, to continue the development of my proposed system of shipbuilding, I will trouble you with the following remarks on that subject.

I will again repeat the proposition laid down by me in my last letter—"In traversing a distance equal to her length, a vessel displaces a portion of fluid equal to her weight." I have shown that the resistance to her progress in sailing, arising from the inertia of the fluid to be dispersed, depends on the area of the broadest part, without being at all altered in value by any change in the angle of incidence. I will, therefore, now proceed to show, that the obstruction to her course, arising from the other causes pointed out as operating before the broadest part, is much increased by the narrowing of the bows, and consequent removal of that part far aft: they are the friction between the water and the bows, and the adhesion of the water to the bows and sides of the vessel. The farther aft the extreme breadth is, the greater will be the distance between the stem and the section of that part—consequently, the quantity of water to be thrown aside, to make way for the passage of the vessel, will increase with the length of the line from the stem to where it meets the broadest part on the side, as



as shown in the accompanying figure, by line A B—the quantity of water to disperse being represented by the triangle A B C: let the bow be narrowed, so as to throw the broadest part farther aft to D; the quantity of water to throw aside will be represented by triangle A D C, being exactly twice the quantity of that in triangle A B C; because the two triangles, A D B and A B C, contained in the triangle A D C, being on equal bases and between the same parallels are, therefore, equal,—consequently, A D C contains twice the surface of A B C. Now, this being the case, the friction and adhesion on line A D will be twice what it would be on line A B,—also, the acuteness of the angle of incidence, diminishing the violence of the contact on line A D—at the same time that the angle of reflection becomes more acute, the displaced fluid, instead of being dispersed over the surface of the water beyond the line of the vessel's course, accumulates before the broadest part: thus, in progressing, the vessel has not only to clear her own way through the water on which she is borne, but also to drive her before the weight of water so accumulated. Now, a very different effect takes place when the angle of incidence is more obtuse, and consequently the violence of the contact greater, at the same time that the angle of reflection increases also—the object, then, is to arrange the angle of incidence so, that the water received by the bows, may be thrown off at such an angle, and with sufficient force, to cause its entire dissipation beyond the line of the vessel's course; so that, in spreading over the surface, it does not again come in contact with the bow, or side, before the broadest part—thus making the bows completely clear the way for the rest of the vessel. The merest tyro of a sailor boy is so well aware of the above, that, were he going to tow a spar off to the ship, he would take care to tow it with the butt end first—because he knows that the resistance would then be confined to the breadth at that end; whilst, had he towed it with the thin end first, the resistance would be throughout the whole length of the spar.

Let us now return to a consideration of what I pointed out as the law affecting the contact of a fluid with a solid—"That the effect of the impression is at all times perpendicular to the surface of the solid." This law involves far more than what I have already pointed out. By a proper consideration of it, the bows and entrance may be so shaped as to make a great part of the resistance they offer to the pressure of the canvas spread on the masts, instead of retarding the progress of the vessel, be actually of assistance to her; and when contending against a high and dangerous sea, in a heavy gale of wind, will assure her rising like a cork on the advancing wave—and, as it passes, make her fall gently and safely down into the trough of the sea; also, when scudding before a tempest, a most dangerous operation, and one the sailor dreads more than any other, it will assist the buoyancy of her bows, in resisting the leverage of the masts, and, by at once dispersing the water before her broadest part, will enable the vessel to free herself of the dead water, which, by accumulating on her quarters, and in her wake, not only retards her progress, but makes her slack in answering her helm, adding immensely to the danger of this hazardous proceeding—because, should she broach to, the probability is that the sea will overrun her, and either sweep every thing off her decks, or destroy her entirely. It is necessary to take all these things into consideration when building a vessel for sea service, as she must soon become familiar with storm and tempest; and her construction must be such as is best calculated to enable her successfully to contend with, and triumphantly resist, the billow and the breeze in their anger,—and not that of a fancy model, fit only for a river or a pond, or to be hung up in a parlour. I am again exceeding all proper bounds, so will "knock off," as the sailor says, until a future occasion.—NAUTICUS: London, Oct. 21.

THE "GREAT BRITAIN"—KAMPTULICON.

SIR.—In a late Number of your *Journal* I observe a letter from your valuable and intelligent correspondent, Mr. A. T. J. Martin, on the subject of this splendid vessel; and I perfectly agree with him, as to the advantages which might arise from the course he recommends, although I feel there is a difficulty in obtaining such a committee or board, as proposed by him, to whom the several propositions should be submitted, as would be effective; for the great error which we too frequently fall into, is that of placing in the hands of parties matters for their decision, who, while they are most zealous and warm-hearted in the cause, at the same time are wanting in ability, or power, to determine, or, on occasions, biased by prejudice or preconceived opinions. Considering that the *Mining Journal* affords a proper medium of presenting the subject to the public, and thus inviting attention, I beg to observe, that had the Patent Kamptulicon lining been applied in the construction of the vessel, between the angle irons, such would have prevented the concussion and rending of the rivet heads, whereby the leakage was undoubtedly caused, and as I have every reason to believe, thus been the cause of the loss of this magnificent vessel. I would direct the attention of the mercantile navy to this material, as I cannot but consider that, had it been applied in the present instance, although it might not have prevented the sad effects which I contemplate, yet it would, undoubtedly, have materially lessened the injury which the vessel has sustained, and in all probability have protected it, and left the hull entire. I am induced to write thus, on subject of this material, from having seen in your columns some remarks on its properties, as applied to other purposes; and doubt not but that, by attention being directed to the article, its use will become universal.—LLOYD'S, Oct. 22. NAUTICUS.

The Level furnaces, situated in the neighbourhood of Brierley-hill, recently rebuilt, have been reopened; they are the property of Lord Ward, who has, it is said, expended not less than 100,000l. in their erection. A railway has been constructed from his lordship's coal and ironstone pits at Park Colliery, a distance of two miles, for conveying the minerals to the furnaces, and locomotive power will be introduced.—Wolverhampton Chronicle.

NEW SHARE & MONEY MARKET, ROYAL EXCHANGE.

ADVANTAGES.
1. To facilitate, more beneficially to the public, the bond sale and transfer of shares in public companies and Government securities, by effecting a saving to both buyer and seller.
2. To enable the public, under certain regulations, to effect sales and purchases themselves. And—
3. To establish a register of all transactions.

EXPLANATION.
Scrip and share certificates to be offered for sale must be deposited at the Royal Exchange Register-office, and a market price fixed—a list of such shares, with the price attached will then appear in the *Times Journal*, &c.; a similar list will be publicly exhibited at the Royal Exchange daily, and at the Register-office facing Cornhill. Parties in want of shares not comprised in those offered for sale must state the particulars of the shares they require, and the price they will give; and upon depositing the money, such shares will be included in a list of shares wanted, which will appear in the like public manner, giving information to the advantage of those who may wish to sell.
The buyer and seller will, by this means effect, their mutual objects, and save "the turn of the market," which is usually from 2s. 6d. to 20s. per share in scrip, and from £1 to £5 per share in the established exchanges.

By thus throwing open the Money Market, the public will be enabled to purchase from the actual owner, and will no longer be compelled to submit to the loss of buying at the highest price and selling at the lowest—the consequence of four parties being employed between the buyer and seller. For example:—A wants to sell, and B wants to buy, 20 shares in the Manchester and Leeds Railway, which are at 23 to 28 premium (vide the *Times*, September 23d); A applies to his broker (1), who goes to a jobber (2), and the sale is effected at 28 premium, the lowest price obtainable. B, who wants to buy, applies also to his broker (3), who goes to a jobber (4), and the purchase is made at 28 premium, or the highest price quoted. Thus, four parties interpose, and in the transfer of only 20 shares, £100 are wholly lost to the buyer and seller; whereas, if they could have publicly registered their wants, and thus made them known to each other, each party would have saved £50.

The (registered) wants of individuals in the New Share and Money Market, whether of shares for sale, or of shares wanted, will now be open to public competition, which, aided by the rapid distribution of lists in the *Times Journal*, &c., and the prices being fixed and certain, parties in every part of the country will possess nearly the same facilities of purchase or sale as those who are on the spot, an advantage the public will know how to appreciate. An open market must offer greater advantages than a market wherein the public are not permitted to enter, and where shares are offered to an individual jobber in the most private manner, and where, too, frequently it is asserted "no buyer," or, in other words, "no market," is to be found, or where an enormous sacrifice is the consequence of "forcing" a sale.

The securities offered in the New Share and Money Market will comprise:—Shares in all railways, joint-stock banks, fire and life associations, mining, gas, and water companies, and an infinite variety of others, and Government securities, British and foreign.

With a view to protect the public against fraud, all scrip shares deposited at the Register-office will be referred to the offices of the companies whence they were issued.

Advices of sales or purchases will be forwarded, and proceeds disposed of, according to instructions.

Parties wishing their shares, &c., to appear in the first published lists, must deposit them at the Transfer Register-office as under, on or before the 21st instant, after which date shares, &c., must be sent in before 4 o'clock each day, in order to appear in the journals the following morning.

STEVENS, HANSARD, & CO.

Transfer Register-office, Royal Exchange, London.

N.B.—The charges are the same as the brokers', but no charge will be made for the registration of "shares wanted," or "shares for sale," unless the sale be effected.

VALENCIA SLATE COMPANY.

Capital £100,000, in shares of £10 each.
The VALENCIA SLATE QUARRIES, situated in the Island of Valencia, on the south-west coast of Ireland, have been worked on a limited scale for a few years, during which time the superior quality of the slate, and its peculiar adaptation for sawing into slabs, have been fully established.

The demand for Valencia slabs has now, in fact, become regular and extensive. Having great strength, perfectly true surface, and not being affected by acids or grease, nor absorbing moisture, they have been found applicable to a vast variety of uses, and more particularly for factory floors, warehouses, granaries, maltings, stores, prisons, hospitals, railway stations, and for the floors, ceilings, and roofs of public buildings. The station at Birmingham is laid with Valencia slabs, and they are used at the Model Prison, Pentonville, at the new Houses of Parliament, and at numerous other public buildings in London.

There is also a large and increasing demand for Valencia slabs in the colonies, for coffee-drying floors, and for sugar-houses. For the purpose of more effectually attaining the enlarged scale of production required to meet the present great and still increasing demand, and of carrying out certain arrangements, whereby the cost of production will be greatly reduced, and the rate of profit increased, it is proposed to extend the capital embarked in the undertaking, and to convert the present proprietorship into a joint-stock company, to be constituted under a proper deed of settlement. The capital of this company to consist of 10,000 shares, of £10 each; 2500 of these shares, constituting a paid-up capital of £25,000, to represent the capital already invested by the present proprietors in uncoversings, buildings, mills, machinery, and plant; the remaining 7500 shares to be issued at par to such parties as shall be approved of by the provisional committee.

Prospectuses, containing more full details, and showing the immediate and large returns to be obtained, and also forms of applications for shares, may be had at the offices of Messrs. Palmer and Nettleship, solicitors, 4, Trafalgar-square; and of Messrs. Field, Son, and Wood, stockbrokers, Warfield-court, Throgmorton-street.

STEAM COAL—WITHOUT SMOKE, as per experiments made at her Majesty's Dockyard, Woolwich.

CAMERON'S COALBROOK STEAM COAL, AND SWANSEA AND LOUGHOR RAILWAY COMPANY.—(Completely Registered and Incorporated.)

OFFICES—2, MOORGATE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shippers, and others, with the best quality of steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846.

IMPORTANT TO ENGINEERS, MANUFACTURERS, RAILWAY AND STEAM-BOAT COMPANIES.

Messrs. W. & C. MATHER beg to call the attention of the ABOVE PARTIES to their IMPROVED ELASTIC METALLIC PISTONS.

The PRINCIPAL FEATURE AND ADVANTAGE THIS IMPROVEMENT IS—1. Its great ELASTICITY AND SELF-ADJUSTING PROPERTIES, which enable it to yield to any inaccuracy of the cylinder, whether oval or taper, and to move with the least possible friction.

2. Its extreme SIMPLICITY and LIGHTNESS, consisting of only two pieces of metal, having the vertical and lateral pressure in due and proper proportion, independent of each other.

3. It takes the LEAST possible SPACE, and is well adapted for air and water-pumps, as it allows of a larger water way.

Messrs. W. & C. MATHER feel confident that it is the BEST ELASTIC METALLIC PACKING yet known, for the above reasons.

Models may be seen at the Salford Iron-Works, Manchester; at W. Barker's, engineer, Newton-Moor; and also at J. Mather's, engineer, Beaufort-street, Chelsea, London.

TO ENGINEERS, BOILER AND TANK MAKERS, IRON SHIPBUILDERS, RAILWAY CONTRACTORS AND COMPANIES, &c.

ALEX. REID, 70, LOWER THAMES-STREET, LONDON.

begs to inform the above parties, that he can SUPPLY BOLTS AND NUTS, BOILER AND TANK RIVETS, PINS AND CUTTERS, RAILWAY SPIKES, BOLTS, AND FASTENINGS, WROUGHT IRON-WORK AND CASTINGS,

of every description, of best quality, and unequalled workmanship, at lowest possible prices.—Any quantity supplied, at a few days notice, from the manufactory at Smithwick, near Birmingham.—N.B. CONTRACTS TAKEN, AND PRICES GIVEN FOR ANY DESCRIPTION OF IRON-WORK.

PATENT IMPROVEMENTS IN CHRONOMETERS.

WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 33, Cockspur-street, watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 6s. each; in gold cases, from £5 to £10 extra. Gold horizontal watches, with gold dials, from 8s. to 12s. each. DENT'S PATENT DIPIEDOSCOPE, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

UNIVERSAL GAS BURNER—THIRTY TO FIFTY PER CENT. SAVED!

The PATENTEES beg to call public attention to the following facts. The advantages resulting from the invention are various and striking. Independently of a saving of 30 to 50 per cent., the combustion is perfect, and the brilliancy produced superior to any light hitherto discovered. It emits neither smell nor smoke, and burns steadily for any period; and such is its purity, that it neither affects nor soils the most delicate colour or the finest fabric. Objections have been made to the introduction of gas in dwelling-houses, to the expense of fittings, to its destruction of furniture, draperies, gold moulding, &c.; these are entirely obviated by the PATENT UNIVERSAL GAS BURNER. As the cost of laying on gas is much lower than is commonly supposed, it is adapted for private dwellings, as well as for clubs, hotels, manufactories, and public buildings. One of the small burners is amply sufficient to light a good-sized room, at a sum immeasurably lower than spirit, oil, or candle, with the avoidance of waste or trouble.

The merits of the "Burner," its brilliancy and economy surpassing every other known light, are shown by the annexed authentic opinions of the qualities of the UNIVERSAL GAS BURNER.

EXTRACT from the "Proceedings of the Institution of Civil Engineers," Tuesday, May 26, 1846.—SIR JOHN RENNIE, president, in the chair.

"A gas burner, of a novel and ingenious construction, was exhibited. The principal novelty was the introduction of a stream of air to the centre of the flame by a hollow button in the middle of the burner. The air passing up through the hollow stem of the button, was heated, and passed out by two series of fire-holes around the periphery, and impinging with force on the flame of the gas curved it outwards in the shape of a tulip, while the oxygen of the air, mingling with the carburated hydrogen gas, produced a very perfect combustion. The flame was quite white down to the top of the burner—was very steady, as was amply demonstrated by the excellent light of the institution, where these burners have been used. In comparing the consumption of these burners with that of the concentric ring burners, and trying the power of the two lights by the photometer, the new burner gave a better light, with a saving of rather more than one-third.

CERTIFICATE.

POLYTECHNIC CHEMICAL SCHOOL.—"In testing Clark, McNeil, and Co's Universal Gas Burner with one of the best shadowless burners, it gave a more pure and brilliant light, with a saving of 20 to 25 per cent."

GEORGE CRISP, Engineer, ROBERT LAMONT, Secretary.

"In a series of experiments made upon Clark, McNeil, and Co's Patent Universal Gas Burner, its superiority was satisfactorily established in economy and the quality of the light; tested against argand burners, Nos. 4 (12 holes), and 6 (14 holes), it consumed a saving of at least 25 per cent., and against three fish-tail burners, Nos. 4, 40 per cent. The colour and brilliancy of the flame is superior to any other burner."

T. W. KEATES, Consulting Chemist, J. D. PALMER, Mechanical Engineer. The UNIVERSAL GAS BURNER is used nightly at the Polytechnic Institution, and may be had and seen from 11 till 4, at the patentees, 60, St. Martin's Lane, Charing Cross, and of all gas fitters in London.

CLARENCE RAILWAY.—THE HALF-YEAR'S DIVIDEND ON THE GOVERNMENT LOAN SHARES, at 4 per cent., and the HALF-YEAR'S DIVIDEND ON THE FIRST-CLASS PREFERRED SHARES, at 6 per cent., due respectively on the 1st November, 1846, will be in course of PAYMENT after this day, at the company's offices, 40, Old Broad-street, London.

Oct. 23, 1846.

By order of the committee of management.

CHARLES BENSON, Secretary.

YORK AND LANCASTER RAILWAY.—FINAL NOTICE.
—All APPLICATIONS regarding the AFFAIRS of the company are to be made at the offices of the solicitors, Messrs. Chauntler and Westwood, 8, Gray's Inn-square, between the hours of Twelve and Four o'clock, on Mondays and Thursdays.

Oct. 20, 1846.

By order,

SAML. HOLDSWORTH, Secretary.

CAMERON'S COALBROOK STEAM COAL AND SWANSEA AND LOUGHOR RAILWAY COMPANY.

At a Special Meeting of the proprietors, or shareholders, in Cameron's Coalbrook Steam Coal and Swansea and Loughor Railway Company, held pursuant to advertisement, at the offices of the company, No. 2, Moorgate-street, London, on Wednesday, the 14th day of October, 1846.

The advertisement convening the meeting having been read, the report of the directors was read and a statement submitted by the solicitor of the company; whereupon it was

Resolved unanimously,—That the report submitted by the directors, and the recommendations therein contained, be received and adopted, and that the same be entered upon the minutes of the company.

Resolved unanimously,—That the directors be instructed to have the book, called the "Register of Shareholders," authenticated, by the common seal of the company being affixed thereto, in terms of the 9th section of the Act 3 Vic. cap. 16.

Resolved unanimously,—That N. P. Cameron, Esq., Captain E. N. Norcote, W. B. J. P. Cameron, Esq., Captain Samuel Price, Sir A. P. Green, J. J. Hippen, Esq., A. H. Earle, Esq., Jacob Montefiore, Esq., G. Winthrop, Esq., be elected directors of Cameron's Coalbrook Steam Coal and Swansea and Loughor Railway Company.

Resolved unanimously,—That Wm. Wellington Cooper, Esq., and Thomas Strelley, Esq., be elected auditors of the company.

Resolved unanimously,—That the thanks of the shareholders be due, and are hereby given, to the chairman, for his able conduct in the chair this day, and the lucid statements of the affairs of the company submitted to the meeting.

A. C. HOWDEN, Secretary, 2, Moorgate-street, Oct. 14, 1846.

PATENT GALVANISED IRON COMPANY.—At the Half-yearly General Meeting of the shareholders, held at the London Tavern, on Tuesday, the 30th October, the directors declared a dividend of 3 per cent. for the half-year ending 30th June, the same to be payable on and after the 16th November next.

The undermentioned resolutions were also unanimously adopted:—

Resolved—That the report and accounts now submitted be received, approved, and entered on the minutes.

Resolved—That John Follitt Powell, Esq., be elected a director of this company.

Resolved—That Samuel Joseph Soares, Esq., be elected a director of this company.

Resolved—That a further call of £1 per share be made on the new capital of the company, created 23rd October, 1845; and that the same be payable on 15th January next.

Resolved—That the directors be requested to take such measures for the disposal of the shares in the new capital of the company yet unappropriated, as they may think best.

Resolved—That the thanks of this meeting be presented to the directors for the ability with which they have conducted the company's affairs.

Resolved—That the thanks of this meeting be given to Messrs. Mallins and Rawlinsons for their zeal and attention to the interests of this company.

Resolved—That the thanks of the meeting be given to Mr. Mathews for the valuable assistance he has rendered the company's managers.

Resolved—That the thanks of the meeting be given to the auditors, the Rev. Professor Hall, and D. R. McNab, Esq., for their services.

Resolved—That the best thanks of the meeting be given to the chairman for his able conduct in the chair this day.

S. VINCENT, Secretary, 3, Manalo-House-place, London.

DUBLIN AND KINGSTOWN RAILWAY COMPANY.
—FIRST HALF-YEARLY REPORT under the Extension Act, 10 Vict. cap. 63, sec. 9.

GENTLEMEN,—In pursuance of the provisions of the Extension Act, 9 and 10 Vict. cap. 63, sec. 9, the directors have caused to be prepared, and now submit to you, the following "scheme," showing the profits of the company for the half-year ending Aug. 31, 1846:

Dr.—Expenditure on working and maintenance of the Dublin and Kingstown, and Kingston and Dalkey Railways, in the six months ended 31st August, 1846..... £16,816 8 11

Payments to Commissioners of Public Works within the half-year, viz.: Interest..... £1550 2 1

On account of principal..... 1447 17 11 3,000 0 0

Debit interest..... 1,400 0 0

Profits of the company for the half-year..... 10,043 13 0

Total..... £31,259 16 11

Cr.—Income of the Dublin and Kingstown, and Kingston and Dalkey Railways, for the six months ended 31st August, 1846..... £31,238 3 7

Interest account for balance..... 21 13 4

Total..... £31,259 16 11

This exhibits a net profit from the six months' working amounting to £10,043 13s., from which, agreeably to the provision of the Extension Act, sec. 9, the board have apportioned the sum of £8000 to the purposes of dividend for the past half year amongst the shareholders, being at the rate of £4 per share, and which will be payable on and after Monday, the 26th instant.

At the next half-yearly meeting there will be presented to you the detailed statement of accounts, and the statistical return for the year, which you have heretofore been accustomed to receive, and which the board believe to have given general satisfaction. It will be satisfactory for you to know, that, although in the past half-year there is a small decrease in the income, amounting to £489 9s. 6d., there has been, on the other hand, a diminution in the expenditure.

The following is an abstract of the extension accounts, to 31st August, 1846:—

Dr.—To purchase of Kingstown and Bray scrip, by order of special general meeting of 2nd August, 1845—3930 shares, at £7..... £27,510 0 0

Expenditure on account of engineering, Parliamentary and law costs, prior to 1st March, 1846..... £2778 12 11

In half-year to 31st August, 1846..... 2264 14 9 5,043 7 8

To balance remaining to credit of this account..... 7,528 15 2

Total..... £40,082 2 10

Cr.—By balance of Kingstown and Bray deposits, transferred by order of special general meeting of 2nd August, 1845..... £ 8,834 2 10

Deposits and contributions for preliminary expenses, received on 3968 half shares and 3968 quarter shares..... 31,248 0 0

Total..... £40,082 2 10

The board have called for, but have not yet received, the engineering accounts; and there is still a considerable balance unpaid at foot of Parliamentary and law expenses.

The proprietors are aware that, since the last general meeting, the Act of Parliament, empowering this company to extend the line of railway to Bray, and to increase the capital for that and for other purposes, has received the Royal Assent; also, that the Waterford, Wexford, Wicklow, and Dublin Railway Company have obtained their Act of Incorporation. Both these Acts recognise the articles of agreement entered into with your sanction between the two companies, and confer on each the necessary powers for carrying them into effect.

Whilst the board continue of opinion that the completion of a line of railway by Wicklow and Wexford to Waterford, without unnecessary delay, and in pursuance of the agreement between the two companies, would be highly advantageous to your interest, they have not been unservant of the late proceedings of the shareholders of the Waterford, Wexford, Wicklow, and Dublin Company, and of the anxiety which has been shown by very many of them to endeavor to relieve themselves from their responsibilities. The directors have, therefore, felt it to be their duty to seek for such information from the directors of the Waterford, Wexford, Wicklow, and Dublin Company, as would enable them to judge of the ability of that company to complete their undertaking, in its integrity, before transferring to them either your powers or your property.

(Signed) GEORGE PIM, Chairman.

Resolved.—That the report now read be received, adopted, and entered on the minutes, and that it be printed and circulated among the proprietors.

Note.—The dividend of £4 per share, declared as above, will be paid by the treasurer, on and after the 26th instant, at the railway office, Westland-row, in the City of Dublin. Non-resident proprietors may have their dividends remitted by sending written directions to James Pim, Jun., the treasurer of the Company.

RAILWAYS AGENCY ASSOCIATION.
19, BISHOPS-GATE-STREET WITHIN.

SURVEYORS AND LEVELLERS.—This Association has opened a Registry of Surveyors and Levelers, for its own supply. Also, for the convenience of engineers, who can be supplied with competent men without charge.—Registry fee but trifling.—This association has opened a Registry of Reference takers, for its own supply; also, for the convenience of Solicitors, who can be supplied with competent men without charge.—Registry fee but trifling.—Prospectuses to be had at the offices of the Association.

IMPORTANT TO RAILWAY COMPANIES.
PATENT KAMPTULICON COMPANY, 18, CORNHILL.

This company having completed their new factory, are prepared to supply railway managers and contractors with an elastic material (perfectly non-absorbent) to place between the rails and sleepers, and between the frames and bodies of carriages, to prevent jarring, and, consequently, wear and tear. The elastic plank is strongly recommended to be used for the backs and sides of carriages, to prevent splinters when accidents occur.

By order of the board, P. G. GREVILLE, Secretary.

VENTILATION OF MINES.
OBSERVATIONS ON THE VENTILATION OF MINES:
with a DESCRIPTION OF A NEW MINE VENTILATOR.

By WILLIAM PRICE STRUVE, Civil Engineer, Swansea.
London: Wm. & High Holborn: Varty, 31, Strand.—Swansea: Williams, Cambrian Office.—Price 6d., and by post 8d.

THE CHEST.—MARKWICK'S PATENT CHEST PROTECTORS are acknowledged by all to be the very best ever invented. They are in our opinion, calculated to secure general public patronage. We have been enabled to do this by the very useful article becoming known it will at the same time become very popular.—Advertisement, Oct. 13.

Specimens and pamphlet, explaining their uses, &c., and containing the opinions of the press, will be sent free on the receipt of two postage stamps.—Depot, 69, King William-street, City.—Liberal allowances to the trade.

NEW BRIDGE AND TAFF VALE COLLIERY,

GLAMORGANSHIRE.—2000 shares, at £10 each.

This valuable colliery is situated in the parish of Llanworn, in the county of Glamorgan, in the centre of the South Wales Mineral Basin, contiguous to New Bridge, 12 miles from Cardiff; and is the Taff Vale Railway, from Cardiff to Merthyr Tydfil, runs through the property, granted, by a lease of 999 years, for the term of 41 years. The property is surrounded with profitable collieries—one of which (Mr. Coffin's) adjoins this, and supplies the Great Western Railway. Three veins are found to be throughout this property—the Goffion Vein, 3 ft. thick—the Cwmwr Vein, 3 ft. thick—and Coffin's Vein, 4 ft. thick. These veins—proved by the usual computation—will yield an aggregate quantity of 500 millions tons. This, by working 200 tons per day, from one pit only, at a profit of 2s. 6d. per ton, will yield a clear income of upwards of £7500 per annum; but, as this rate of produce will last considerably more than twice the period of the lease, the colliery will be worked by more pits, and, consequently, yield a profit of at least £20,000 per annum, at a cost of, say, 6s. per ton, and sale 8s. 6d. per ton; but Mr. Coffin obtains considerably more per ton; and, therefore, it is but fair to suppose the present company will obtain the same; in which case, the profit will be upwards of £30,000 per annum. Even this large sum cannot be supposed to be too highly estimated, when it is recollected that the utmost cost is estimated at 6s. per ton, and the sale only at the moderate price of 8s. 6d. per ton—whereas all coal of the district is sold above the estimate, and that the Taff Vale Railway runs through the property—that the colliery is within 12 miles of the large shipping port of Cardiff—that the coal can be raised from the pit and directly placed on the railway waggon—and that the coal is known to be of superior quality for steam-engines, from the fact of its being used by the Great Western Railway. The colliery will be in full operation in about two years. For the first year the shareholders will receive a dividend of only 5 per cent. out of the first year's produce; but, as in the meantime, the Goffion and Cwmwr veins will be reached, and be in gradual increase of produce, the second year's dividends will be large; and, therefore, there is every fair reason to say, this undertaking, not only carries the certainty of large profits, but presents fairer and more legitimate prospects of remuneration to the shareholders, than was ever presented to the public.

COST OF PRODUCTION AND CARRIAGE TO SHIPPING PORT.

Getting or Winning per ton 1 7d Wear and Tear 0s 3d

Underground hauling 0 4 Railway Carriage to Port 1 1d

Dead Wood 0 8 Shipping Expenses 0 6

Prop Wood 0 1 Divers extra expenses 0 3

Royalties 1 0 Agency and Incidental Charges 0 2d

Total 6s 6d

Sale, 8s. 6d.—Cost, 6s. 6d.—Profit, 2s. 6d. per ton.

Application for shares, to be made to Messrs. Roberts, Carter, and Co., mineral surveyors, 21, Portman-street, Portman-square, where the engineer's calculations may be seen in detail (also a plan of the property, and conditions obtained).

Prospectuses, &c., may be had at the office of the Mining Journal, 26, Fleet-st., London.

SILVER-LEAD MINES, ABERGWESSIN, BRECKNOCK-SHIRE.—1000 shares, of £10 each.

Counting-house on the Mines—Manager and Purser, Messrs. Couch and Fell.

LONDON AGENTS.
Messrs. Roberts, Carter, and Co., 21, Portman-street, Portman-square.

These mines comprise the whole of the Nant-y-Brain and Gwogellhendda Estates, and also half-a-mile of the Trawnant Estate; the whole comprising a run of nearly two miles on the course of five large lodes or veins, which have been wrought so productively in Lord Cawdor's mines.

The veins on this property are in a beautiful killas, firm, yet sufficiently soft to be good standing and working ground. They are composed of gossans, flint, prisms, pulverized mudstone, &c., &c., of the most beautiful description, intersected throughout with rich strings of lead, and friable ores. The first vein cut through by the adit level is 18 ft. wide, at 2 fms. from surface; the next is upwards of 20 ft. wide, and at the adit level 7 fms. from surface; would pay for saving work, two tons of ore having been saved in cutting through the vein. The third vein passed through in the adit level is only about 4 fms. south of the second, and is 25 ft. wide, and studded through with gossans, prisms, mudstone, and spots of lead.

The leases of the Abergwessin Mines are duly executed for 21 years, at a royalty of one-twelfth, for the first 10 years, and one-tenth for the remainder of the term. In the Nant-y-Brain part, these veins have been wrought for very many years, and have yielded more than 1,000,000 tons of lead. They are now working by Messrs. Williams and Company, at Scourie House, Cornwall; and, at the high royalty of one-eighth, are returning great profits. The mineralization of the veins presents the same characteristics in each mine.

In Lord Cawdor's mine, west, the veins are proved to have formed a junction at the base of the mountain; and a precisely similar junction of the veins is proved to exist eastwards, at the base of the mountain in the Abergwessin Mines, where the veins are all laid open at surface; three of these veins have been cut through by an adit level or tunnel, now continuing to cross-cut the other veins. This adit can be carried into the mountain 80 to 100 or more fms. deep, on the course of each vein. These mines have also the great advantage of being conveniently wrought at three several points.

It is intended to make communications from shaft to shaft, by the cross drifts, which will cut the lodes at the 10, 20, and 30 fm. levels under adit; when dividends may be confidently anticipated, as the lodes in this property are richer at the same depth than they were in Nant-y-Moyn.

About a mile from these operations, and in this property, a shaft has been sunk, and one of the lodes cut, under very favourable circumstances.

There is ample water power for drainage and surface operations, slate for roofing, brick and fire clay, and stone for every purpose—also, abundance of peat of the finest quality, for the use of the mines, free of any charge.

Assays of the ores have produced 80 per cent. of pure lead.

Prospectuses and plans can also be had, on application, at the office of the Mining Journal, 26, Fleet-st., London.

BAGMILL TONTINE.—PROSPECTUS of a TONTINE,
for the DISPOSAL of a valuable FREEHOLD FARM, in the fertile parish of ST. STEPHENS, by Saltash, CORNWALL, now in the possession of the owner.

Amount to be subscribed, or paid, for the purchase of the farm, and the defrayment of the expenses of the formation of the Tontine, £4000.

In 200 shares, of £20 each.—Deposit £5 per share.

TRUSTEES.
WILLIAM HENRY FRANCE, Esq., of Plymouth.

GEORGE B. MURLY, Esq., of Langport.

BANKERS—The Devon and Cornwall Banking Co., Plymouth, and its several branches.

MR. H. A. OLNEY, Saltash; Messrs. Woolcombe, Square, Stephens, & France, Plymouth.

DESCRIPTION OF THE PROPERTY.

The estate, or farm, called Bagmill, comprised in the above Tontine, is situated on the banks of the navigable part of the river Nott, in the said parish of St. Stephens; distant about one mile from the proposed Cornwall Railway, which is intended to pass the river Tamar, by a bridge at Saltash, already authorised by Act of Parliament. It consists of a dwelling-house, garden, barn, and other suitable farm buildings, and contains about 48 acres of arable, meadow, orchard, and pasture land. It is watered by several never-failing streams, which by judicious management, and a small outlay, might be so diverted as to irrigate, if required, nearly half the estate, and might be applied, if necessary, to the working of powerful machinery. The estate was recently let on lease, at the annual rent of £100; but is now in the hands of the proprietor.

Each subscriber shall have the option of naming either himself or herself, or any other person whose age next birthday shall not be less than 70 years, but shall not be at liberty to appoint any nominee who has been previously named.

The surplus rents after payment of the current expenses of the management of the Tontine, to be divided annually on the 25th day of March, among those subscribers or proprietors whose nominees were living on the 25th day of December preceding.

Each party, on subscribing for a share or shares, is to pay a deposit of £5 per share to the banking company above named, to the credit of "The Bagmill Tontine," and shall, before the expiration of 30 days after such payment, deliver to the solicitors a written nomination of a life as his or her nominee, in respect of each such share, whose age on the next birthday shall be at least 70 years, accompanied by a certificate of baptism of such nominee, or by such statutory declaration, or other evidence of the age of such nominee, as the solicitors shall reasonably require; and shall pay the residue of his or her subscription on the 25th day of December next.

That, if any of the nominees shall die before the whole of the shares shall have been taken, either by subscribers, or by the owner of the farm, as mentioned below, the party nominating such life may substitute another, whose age on the next birthday shall not be less than 70 years, as aforesaid.

Upon the death of all the nominees, save one, the Tontine shall be determined, and the whole of the said farm shall become the absolute property of the subscriber or proprietor, owning a share or shares, as the case may be, upon the life of the last surviving nominee; unless it shall happen, that one person shall at any time be entitled to the whole of the shares, in which case the trustees shall convey the property absolutely to such person; but that it shall be competent for all the proprietors for the time being, to determine the Tontine at any earlier period.

The Tontine is to be completed by the 25th day of December, 1846, or sooner, if filled up, when the property shall, with all convenient speed, be vested in the names of the two trustees. And in case any subscriber shall either neglect to appoint a nominee, or fail to pay the remainder of his or her subscription money, then his or her share or shares, with the deposit paid thereon, shall be absolutely forfeited to the owner of the farm, as if not subscribed for, and in this respect time shall be considered as the essence of the contract. And, thereupon, the whole of the subscribed sum shall be paid over to the owner of the farm, subject to the payment thereon, by him of all the costs and expenses of, or incident to, the formation of the Tontine, and preparation and execution of the deeds for effecting the same.

The farm is subject to a charge during the life of a person now aged 83, or thereabouts, against which the owner will enter into a covenant of indemnity with the trustees.

The trustees shall be always two in number; and, in case of a vacancy, it shall be filled up on the nomination of the majority of the votes of the proprietors, personally present at a meeting convened for such purpose. Each proprietor to have one vote in respect of every share held by him or her.

If, on the 25th day of December next, any shares shall remain unsold, the same may be taken by the owner of the farm, on his nominating such lives in respect thereof as aforesaid, if he should think proper so to do; but if he should decline to take the same, then, unless the whole thereof shall be disposed of before the 25th day of March following, he shall return the deposits to the subscribers without any deduction.

A list of the subscribers, containing their names and residence—also the name, age, and residence of the nominees—will be furnished to each subscriber.

The necessary deeds shall be prepared by the solicitors to the Tontine; and the same shall be approved by counsel to be nominated by them.

Applications for shares, prospectuses, and plans, may be made to Mr. H. A. Olney, solicitor, Saltash; Messrs. Fuller and Saltwell, 12, Carlton Chambers, Regent-street, London; Messrs. Woolcombe, Square, Stephens, and France, solicitors, Plymouth; G. B. Murly, Esq., solicitor, Langport, Somerset; and to the Share Brokers of Plymouth.

FORM OF APPLICATION.
TO THE TRUSTEES OF THE BAGMILL TONTINE.

I request you will allot me shares, of £20 each, in the Bagmill Tontine, and I will accept the same, and assign them to me, and sign the Deed of Settlement, and pay the deposit and remainder of the purchase-money thereon, when required.

Name in full.....

Address and profession, or business.....

Date.....

Name and address of referee.....

NOTICE TO THE MANAGERS OF MINING COMPANIES.

SMELTING WORKS, &c.
MR. MITCHELL (late Mitchell & Phipps) begs to announce, that ASSAYS and ANALYSES of all descriptions of ORES, MINERALS, and FURNACE PRODUCTS, are conducted at his LABORATORY, 23, HAWLEY-ROAD, KENTISH TOWN, to which direction all communications are to be addressed.

N.B.—Instruction in all branches of assaying and mineral analysis as usual.

PROSPECTUS OF THE BRISTOL AND POOLE HARBOUR RAILWAY COMPANY.

Capital £1,000,000, in 50,000 shares, of £20 each.—Deposit £2 2s. per share. REGISTERED PROVISIONALLY.

BANKERS AND SUPPORTERS.
JOHN SAMUEL WAXLEY SAWBRIDGE ERLE DRAX, Esq., M.P., Charborough Park, Dorset.

J. WELD, Esq., Lutworth Castle, Dorset.

Colonel JOHN MICHEL, Dulish House, Dorset.

WILLIAM CARTWRIGHT, Esq., Proprietor of Collieries in Monmouthshire and Glamorganshire.

E. B. ASHFORD, Esq., Babecary, Somerset.

ACTING COMMITTEE.
HENRY STRETLAY, Esq., Hantsgate, Chairman.

Major J. B. Home, Army and Navy Office, Esq., Great Cornam-street, Russell-square.

John Gray Wilson, Esq., Westbourne Grove.

Col. W. Mainwaring Sloane, Seymour-st.

Thomas Peers, 1, Lamb's Conduit-place.

George Chisman, Esq., Dalston, Middlesex.

Sir James Caleb Anderson, Bart.

PROVISIONAL COMMITTEE.
(With power to add to their number.)

Fred. William Hamilton, Esq., 59, Gloucester-place.

Rees Price, Esq., M.D., Tyne Hall, Great Ilford, Essex.

Capt. T. C. Newton, Bruton-street, and Lugwarden, Herefordshire.

Thos. Ottery Kayner, Esq., M.D., F.S.A., 1, Matthew's-place, Cambridge-heath.

Rev. C. Davies, Sandgate.

Major J. Mill, Guernsey.

Benjamin Head, Esq., 27, Gloucester-terrace, Kensington.

Edward Sanket, Esq., Canterbury.

J. Johnson, Esq., Davies-street, Berkeley-square.

G. Pusey, Esq., The Dells, Stoke Newington.

N. Crouch, Esq., South-place, Euston-square, and 64, Pall-mall.

R. B. Crofts, Esq., Hamilton-square, Birkenhead, Cheshire.

John Britten, Esq., Basinghall-street.

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Henry Lyster, Esq., Spring-terrace, Wandsworth.

Capt. Hippisley, Somerset-street, Cavendish-square.

Wm. C. O'Connell, Esq., Upper Seymour-street, Portman-square.

LONDON BANKERS.
London and County Bank; the London Joint-Stock Banking Company.

COUNTRY BANKERS.
Messrs. Stuckey and Co.; National Provincial Bank of England; Messrs. Ledger and Co., Poole; Messrs. Bastard and Co., Blandford.